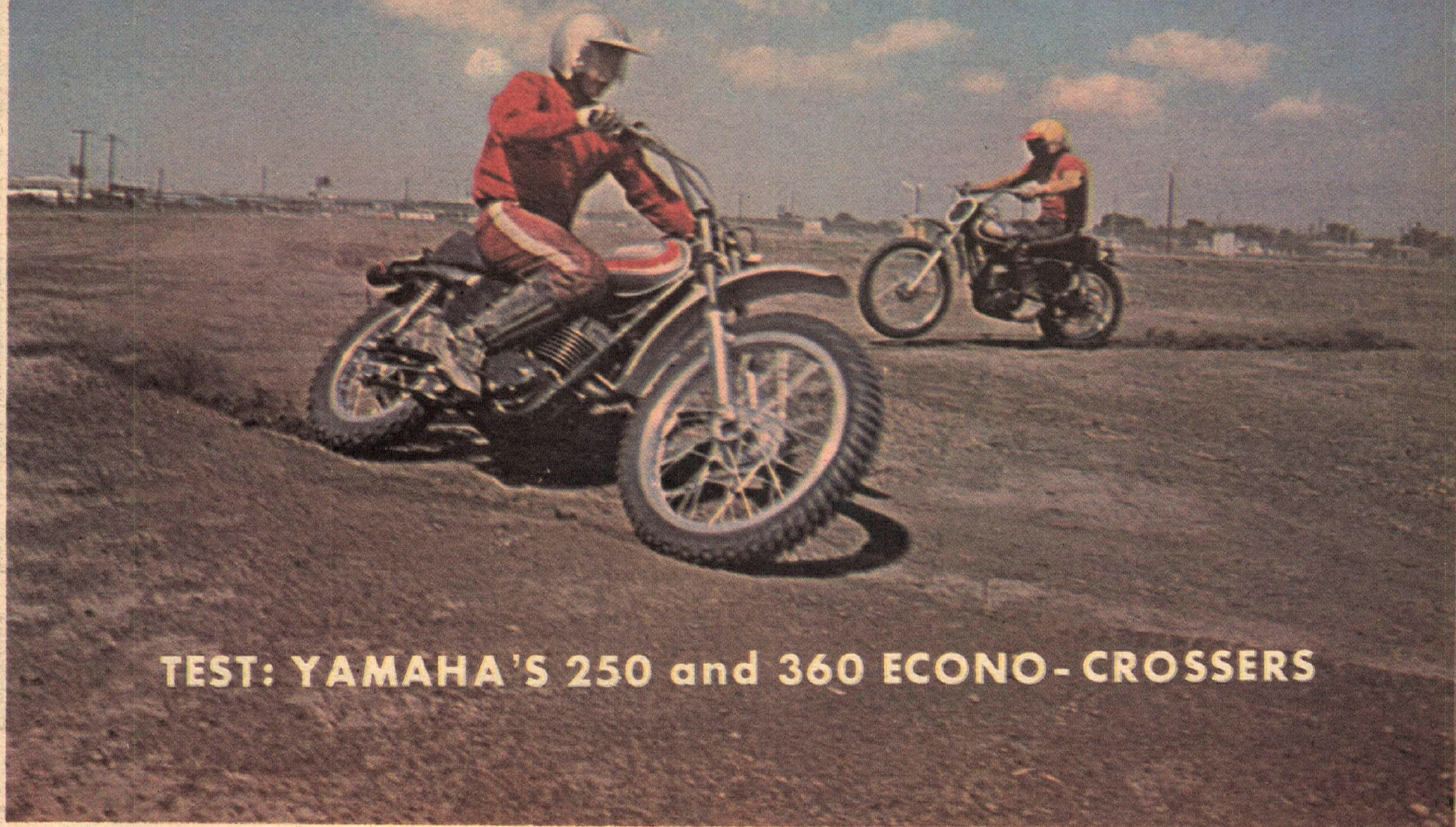


VOLUME IX NUMBER 13 **WEST** April 11, 1972 35¢

# Cycle News

America's largest and most complete weekly motorcycle newspaper



## TEST: YAMAHA'S 250 and 360 ECONO-CROSSERS

C-N's answer to the Davis-Blackwell Thrill Show put on a little act (Martin and Lewis?) of their own, all in an effort to find out what makes Yamaha's new dirt racers go fast. Full color report starts on page 48. Photo by David Swift.

***RAYBORN: Back on the bubble in Britain. page 11***

***PHOTO/MOTO-VATION: Mixing cycles and camera part 1. page 14***

***MOTOCROSS: The uptown lowdown  
on the Hangtown hoedown. page 50***

***ALL IN THE BIGGEST MOTORCYCLE NEWSPAPER IN  
THE HISTORY OF THE UNIVERSE. 64 PAGES HOTCHA!!!***

## Newspaper

P.O. Box 498 Long Beach, Ca.

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This month's "Cycle World" carries a rather shallow article on Gary, DeWayne, and Don Jones, localities who thus far are most responsible for Yamaha's success in professional motocross. The story is corny with contrived family-type cuteness and fails to give much mention to Gary's marvelous stamina and advanced style. Even the immaculate preparation Don gives the machines is ignored. But the most glaring fault with the article, authored by a Randy Riggs, is the inclusion of a single swipe at the CMC (and only the CMC), which they deem a "Mickey Mouse organization". Superficially, it is unfair to single out one organization to clout in a national magazine since no racing outfit is perfect. The CMC is no worse than most. If Riggs was going to mention anything, he should have printed the whole story:

When the California Moto-Sport Club was just starting out, Gary showed up late one day and asked for some practice during a race. Reluctantly, CMC head Stu Peters agreed, providing he do a quick lap and come back in. When Gary came back in he caught a wire Stu had stretched across the starting area right on the neck. It nearly killed him. Stu claims Gary wasn't watching where he was going and Don claims Stu put up the wire against Perris' orders. Whatever; the incident led to a sizeable lawsuit and of course, the Jones brothers haven't been allowed to ride CMC events, for obvious reasons.

The suit seemed destined to become a dead issue until Evel Knievel had CMC sanction his upcoming megabuck race May 7. Gary won a car at Evel's last race and certainly stands a good chance as anybody this time. If the boys could have their way, the suit would be dropped and everything would be hunky-dory, but Don has a heavy-duty commitment to get back at Stu, who in his mind, nearly killed his son Gary and never even apologized for it.

To complicate matters, at least two other parties have been forced into the fiasco. Two weeks ago the Jones boys showed up at Lions to ride the Friday nighter, license and riding fees in their hands. Also on hand were some lawyers and executives from Yamaha International. "They aren't dealing with the Jones' anymore," one Yamaha exec was reported as saying. "They're dealing with us, now." Yamaha was also reported to have threatened Steve Evans, the director of Lions, with a loss of advertising revenue if they didn't force Peters to comply with their demands.

Stu Peters is like Don Jones. He's big, strong, and has a mind of his own. He will put up just a strong a fight as anyone at any cost. With these two heads butting together that outcome can only spell unhappiness for at least one and probably both.

The decision may come soon, in fact. This weekend marks a "smaller" Knievel meet with a \$6,000 purse. The race is at the same spot as last Sunday's Hangtown and it has all the prestige a motocross can have. Most importantly, the race is sponsored by CMC North and the Jones boys will have to obtain a CMC license to ride. Lord knows how they'll get it.

Last week we had a big error in our Calendar Section. We ran the DRA ad with the RAT information. It has been corrected this week, but for all of you who were confused, the DRA race will still be held at Four Corners on April 9. They do not accept mail entries.

Rod Breaker told us he was at an enduro last week and encountered the usual pit-racers. His solution involved another solution; namely, hot, hot coffee. He kept a cup on hand until one of the boogers came roaring by. He nonchalantly strolled in his path, jumped in surprise, and doused the dolt with the contents of his cup. "You gotta make it look like it was his fault," says Rod. There are other possibilities if you have no desire to scald the fellow. Coke, oil, wee-wee...

"ENOUGH IS ENOUGH". That's what Evel Knievel said after he found out that Gary Wells, the young Arizona jumper, was paralyzed for life.

In case your dealer forgot, go back and give him another nickle for this issue. Yup, our prices went up again, from 30 cents a copy to 35. In case you got this issue in the mail, congratulations for being clever enough to subscribe. Use all the money you save for a new rear tire or something. We could give you the

# the latest poop

By Papa Wealey

usual sob-story about rising postage costs, but you know all that. We are averaging over 10 pages more per issue than we were a year ago. That's a straight-across 30 percent increase in content as opposed to an 18 percent price increase. What's more, we are allotting more editorial space per advertising inch than ever before. So no grumpy letters; we're still a bargain.

We got a confirm word Monday that there will be a pro Half-Mile at the famed oval in San Jose on April 16. The size of the purse was not disclosed but we did find out that the pit gates close at noon...which means that heats begin about 1 p.m.

Heh-heh-heh. The Americana Turf Club, a filthy rich horse-racing outfit, has proposed \$6,100,000 worth of improvements to the State in order to build "an exceptionally fast and unique" 1½-mile dirt turf track at Ontario Motor Speedway. Inside the odd pear-shaped track will be a 1¼-mile dirt track. OMS big-wig John R. Cooper said, "The proposed horse racing facilities will have no significant effect on the conduct of our major racing events..." Bet we can come up with a significant effect, heh-heh-heh.

Remember Wallis Weatherwax and the Phantom Duck of the Desert? Well, Wallis and his wife Diane (who did all that Phantom stuff, we found out) have given birth to a new duckling, Jill Ann. Specifications: Six pounds, 11¼ oh-zees, February 26. If she was a he, they could have named it Webster.

Here are the eight qualifying rounds for our ISDT team:

|             |                   |
|-------------|-------------------|
| April 14-16 | St. Louis, Mo.    |
| April 21-23 | Bristol, Va.      |
| May 18-20   | Pittsfield, Mass. |
| June 3-4    | Trask Mt., Or.    |
| June 10-11  | Weston, Or.       |
| June 16-18  | Las Vegas, Nev.   |
| July 3-5    | Albany, Ohio      |
| August 4-6  | Fort Hood, Tex.   |

Kut this list and put it in your wallet. It'll save you a phone call.

IF YOU CAN RIDE A BIKE, YOU CAN DRIVE A CAR: Dan Gurney of AMXT fame went a record 196.09 mph

at Ontario. He won Phoenix and went 179 mph in the process. Bobby Unser drove a John Miller Offy to a record 190 mph at Indy. He has nine bikes he plays with, by the way.

Here's what the Europeans got cooking this season: 500cc

|           |                |
|-----------|----------------|
| April 23  | Austria        |
| April 30  | Switzerland    |
| May 7     | Italy          |
| May 14    | Sweden         |
| May 21    | France         |
| June 4    | Russia         |
| June 11   | Czechoslovakia |
| July 9    | Britain        |
| July 16   | West Germany   |
| July 23   | East Germany   |
| August 6  | Belgium        |
| August 13 | Luxembourg     |

250cc

|           |                |
|-----------|----------------|
| April 9   | Spain          |
| April 16  | France         |
| May 7     | Holland        |
| May 14    | Czechoslovakia |
| May 21    | Yugoslavia     |
| June 4    | West Germany   |
| June 11   | Poland         |
| June 18   | Russia         |
| August 6  | Finland        |
| August 13 | Sweden         |
| August 20 | Britain        |
| August 27 | Switzerland    |

Contrary to rumors, Escape Country is not being shut down by the county. So there. Also, our apologies to George Johnson of Rawhide and the City of Elsinore. We said they were giving him a bad time when, in fact, the city has been very good to him and deserve commendation for it. It's the county that's causing him trouble.

Hot-shot promoter Don Brymer, the guy who made indoor madness a social must, will be bringing a \$6,000 Yamaha Gold Cup half-mile to Ascot May 5, the night before the \$10,000 25-lap TT. The weekend before that will see a Gold Cup National at Colorado Springs, the first National ever for the Rocky Mountain State. The way things are going, Yamaha may win all their cups this year. No fun for the other guys.

ABC Television will retract a statement they made on last week's show regarding Super Joe Einhorn's jump. They claimed it broke Evel's record and that it was "sanctioned" by the AMA. Both Evel and AMA Executive Director

Russ March are ticked off about it, understandably.

One of the nice things about wearing helmets while you're at the laundry is that you're not afraid of toppling over unexpectedly.

Claude Osteen Motor Bike Park in Pomona is offering a \$100 reward for information leading to the recovery of their Honda generator and a coffee maker. Seems like some industrious jerks hopped the fence last Friday night and carried out the things. To make matters even worse, the same group hopped the fence Saturday night and ripped off some helmets, handlebars and other goodies. The Osteen people are not very happy about it and they are serious about the \$100. You can tell them about it at (714) 529-3578.

The number of those delicious Norton production racers is limited but Norton-Villiers plans to build some bikes to sell to privateers for the AMA road races and the like.

Confused about all the AMA bigbuck races? Of course you are. We can't make heads or feds out of them, either. Just remember that somewhere every Sunday there is an AMA sanctioned professional motocross and more than likely a promoter is taking a beating.

Leisuretech's big U.S. Cup series scheduled for three weekends in May might be confusing to some sportsmen who want to enter. Straight scoop: all sportsman races will be on Saturday and the classes are Novice 125, 250, Open; Amateur 125, 250, Open; and Expert 125, 250, Open. Entry deadlines are extended to two weeks prior to the event. Send your question marks to Leisuretech, Box 13369, Sacramento, CA 95813.

Considering some of the roads racers have to traverse to get to their favorite track, and considering the number of Toyota and Datsun pickups used by racers, let us pass on this note: the National Off Road Racing Association has created a new category for mini-pickups for the Upcoming Baja 500. Category 10 was decided upon after Ford and Chevrolet began marketing similar vehicles.

Larry Huffman has been cranking out some funny radio commercials for Orange County concerns lately. Atta boy. He also sent us an exciting scoop that is sure to rock the foundations of the industry. Rick Woods will be wearing a Premier Helmet this season on the speedway circuit. But wait, there's more. The helmet will be orange and have silver letters on the side, saying "Rick Woods". To match his leathers. Remember, you saw it here first.

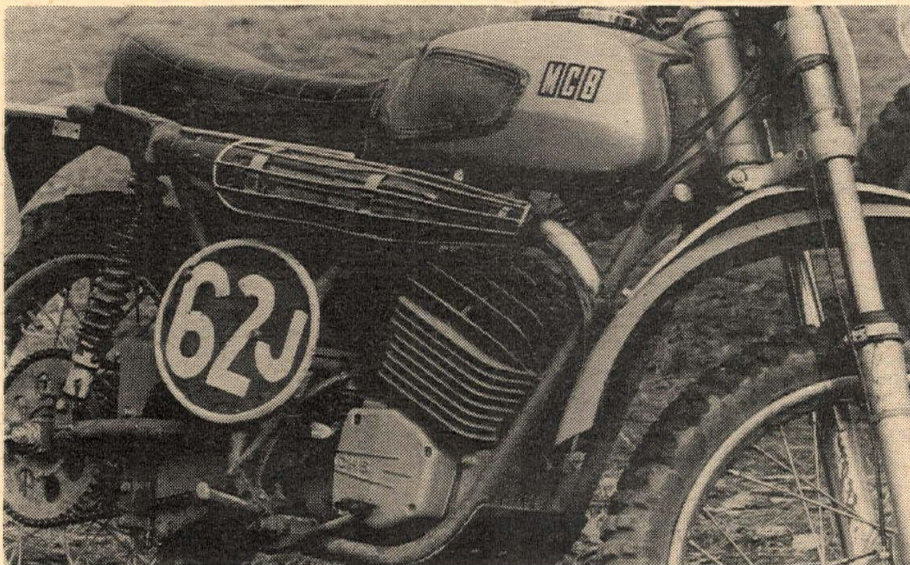
Billy Silverthorne and Gene Fetty, who came in second overall at the Mint 400, were to have ridden a Honda 250. They opted for a 400 Husky when they decided the four-valve single specially prepared by American Honda just wouldn't cut it.

The life insurance available to American Motorcycle Association members even includes complete coverage in case of suicide.

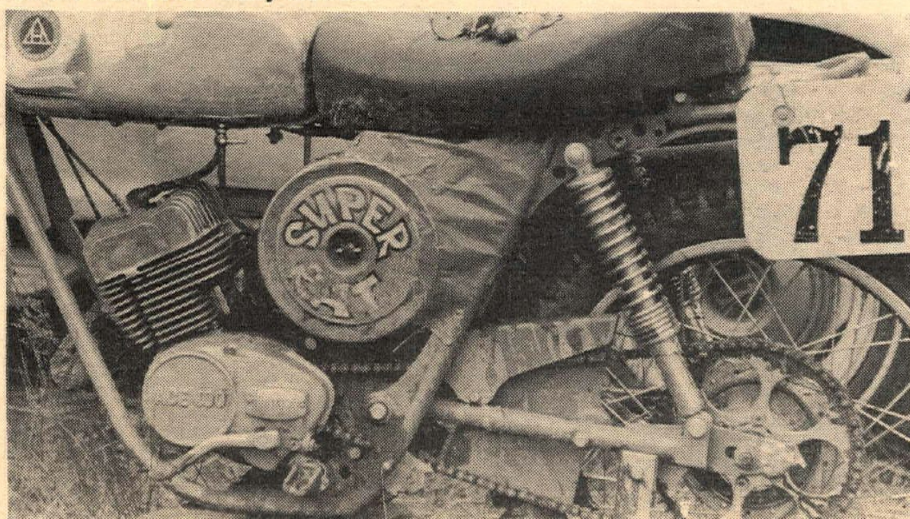
The Larry McClellan Benefit Enduro was held last weekend, but it's not too late to enter. Larry has these horrendous hospital bills, you see, and you can help by entering the enduro. This is just the think for all you folks who don't like to ride but like to say you entered an enduro. It will also allow you to say you entered but didn't get beaten. In any event, if you would like to help: 1133 Sierra Ave., Santa Ana, Ca. 92707. (714) 557-0754. Entry is \$5, but anything is welcome. Oh, the entry will get you a finisher pin (and a good feeling inside).

Bob Grossi told us Sunday that he will be leaving for Europe in two weeks to ride the GP circuit's first seven rounds. He also mentioned that Mark Blackwell

(Please turn to pg. 5)



(Above), Danny Turner's full sponsorship with Monark came complete with this nifty, new MCB, the first one to be raced in the Western United States. It is to be distributed by Brady-Holmes Co. in Sacramento. He won the 125 Amateur class at Hangtown Saturday in its first race. (below) is what Jim Noble powered about the Hangtown course both days. It's a new, experimental 125 Hody, not expected to be on the market for many months.





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## MX CLAIMING

In professional road racing the privateer doesn't have a chance thanks to super-fast, super-light, one-of-a-kind factory specials. The same thing is happening in pro motocross.

The first thing that comes to mind is the famous Suzuki 'crosser. These bikes are valued at over \$15,000, ridden by some of the world's best riders (paid the world's best salary), and maintained by the world's best mechanics.

How about a claiming rule as used in pro AMA competition? How long would Suzuki be sending \$15,000 machines if you could buy one for \$3000 or so?

MARK HOLDEN  
Huntington Beach, Calif.

## UP WITH ELSINORE

I'm writing this just to say, I disagree with Elaine Smith's letter about the Elsinore Grand Prix (3-21-72).

To me, it sounds like the A.M.A., the District and Gripsters are the only ones that should be given any credit for the G.P.

But, what about Tom Pascall? I've read and hear if it wasn't for Tom, there might not be any Elsinore G.P. and the people of Elsinore, what about them?

Also, about points. This race is a once-a-year happening. You won't be losing that many points. So why worry? Up with the Elsinore Grand Prix!

IRENE BYRNES  
Cardiff, Calif.

## "EASY" RIDER

What are easy Enduros? It seems like clubs don't know. I rode the last Easy I Enduro and the Family Enduro. And I have to say that they were by no means easy.

My mom rode the Family Enduro along with my dad and myself. She fell twice badly. It's been two weeks and she is still limping. I realize everyone can fall and get hurt but I can't see putting in down-hill trails of rocks and expect a non-experienced rider to not be afraid.

We've been riding for about seven years. So we're not new to riding. These clubs should let their wives ride the course and see just how it is. Someone could get seriously hurt. If it's not going to be easy, then why advertise it to be?

GAYLE BELL  
Lakewood, Calif.

Those enduros are advertised as "easy" because they are easier, supposedly, than a full-blown enduro. But, by no means should they be undertaken by someone who is just learning to ride, no matter what the promoter advertises. Besides, since when is dirt riding of any kind "easy"?...Ed.

## RICK ANDRES

It is definitely a sad day in the motorcycle fraternity when a racer dies, and there is never a lessening of the pain we feel. Eugene, Oregon was just beginning to feel a bright young star, Rick Andres, when late Sunday morning, March 12, 1972, on his way to a Territorial Motocross Race, he was killed in an auto wreck, just a mile from the track.

Rick's parents were constant supporters as he powered his 400 Maico to numerous motocross wins. He was beginning to show a professional consciousness and a forceful purposeful, style.

We all will miss him, and our sympathies are extended to his family.  
JANIS RANDALL  
Eugene, Oregon

## "KEEP ON TANKIN"

In regarding your article (February 22, 1972, page 21) "Motivatin' for the Modern Army": Those guys are doing a great job. I am in the Army here at Fort Knox, Kentucky, and it's not bad at all. Pay's not too bad and they don't serve

S.O.S. very often.

The reason I'm writing is because I live in California and race motocross and desert (I used to belong to Simi Valley M.C.). Around Simi Valley people just don't dig the Army. All I can say is "Try it you'll like it". The reason I and four others joined was to buy a new bike and race the German motocross circuit for two years. (We're getting 450 Huskies).

"Keep on Tankin'".

PVT. M.C. BALLARD  
Fort Knox, Kentucky

## T.K. TALKS TO TOM

Reader Tom Stewart of Yorba Linda and several others missed the point of



## VOICES OF THE WEST

my first letter to the SRA regarding the Calico enduro, namely, that the speed average was too high for an event with such a large proportion of women and children's entries. The reason they missed the point is that it was edited out of my first letter before publication. Cycle News readers should be informed that many letters are edited for content and length before publication. My son (age 12) crashed three times in the last 15 miles and got lost once, but still went on to finish second 250 B rider in the kids class. Not bad for his first desert event of any kind.

We didn't thank the SRA for the free coffee and doughnuts because we didn't have any. After a secret check, most enduro riders are smart enough to go like blazes for the next 4.9 miles knowing that there cannot be another secret check within five miles. If he is still early at the end of the 4.9 miles, then is the time to rest. It is always best to stay ahead of schedule in any portion of the course where there can be no secret check. Mr. Stewart will learn this as he becomes more experienced.

THOMAS K. McGEACHIN  
Santa Monica, Calif.

Sad but true; most letters have to be edited for both length and content. We try to hold letters down to one specific point because of the number of letters received. Problem is, the writer always feels slighted when, in fact, the shorter a letter is, the more likely it is to get published and read...Ed.

## BROWN NOTES

I would like to thank you for the contingency check which I received for winning the Junior TT event at the Houston Astrodome.

I have appreciated your continuous support of the motorcycle sport. Keep up the good work!

JOE F. BROWN  
Paso Robles, Calif.

## DOWN ON CLETE

Maybe the reason Clete Roberts seems so down on bikes is the fact that he frequents the road that goes to Indian Dunes himself.

You see, he has three private airplanes that he hangers at Santa Paula Airport down the road from Indian Dunes.

Have to put up with the traffic the same as us bikers, eh, Clete?

TERRY MICKELSON  
Garden Grove, Calif.

## BILLY CLUB

For two years I've been reading my uncle's Cycle News and it's been fun. I would ride over to my uncle's farm every Wednesday and swipe the C-N from his mailbox. Two days later I'd put it back in place he'd never know the difference. (He just figured it takes a while to be delivered.)

Anyway, last Friday I got caught putting back his Cycle News and he rode his Husky over my foot, hit me in the arm, and threatened me!

After that scene I haven't visited his mailbox and I haven't seen C-N for three weeks. Until yesterday. My uncle saw an unreal subscription ad featuring someone called Billy Barkfeather and Latrina Snapsaddle. My uncle was so

turned on by those two people that he bought me a year's subscription. I am so stoked!

Thanks, Billy and Latrina.

HAROLD P. BODY  
Steamboat Springs, Colo.

Uh, somehow, your story doesn't work out right...Ed.

## FUTURE SHOCK

Please cover the minis down at Indian Dunes 1 and 3 Sunday of every month. They are very interesting. Some of those kids are excellent, the future motocross professionals.

RUSS HOFFMAN  
Granada Hills, Calif.

## REAL MC QUEEN.

So, you think that some teeny-bopper has Steve McQueens' name, taken from the Matterhorn, huh? Speaking as a 35-year-old woman, I bet it was someone from my generation.

Darn, wish I'd thought of taking it!

MRS. JOHN HONEYCUTT

Torrance, Calif.

We tracked down McQueen's plaque. It's in the office at Saddleback. They heard you were coming, Mrs. Honeycutt...Ed.

## BUZZ BUZZ

In reading about the Corona MX that took place on March 18 I noticed that Buzz Baty didn't get his facts straight.

He wrote "In all six motos for the two classes, Rex and Bob would race wheel to wheel behind the fast disappearing Lackey". Not true.

If you had looked Buzz you would have noticed that Brad Lackey wasn't doing any of his fancy wheelies in the first 500 Expert moto. You know why? Because he was trying to catch Rex Staten. He never did catch him in that moto.

Although Lackey did disappear from Staten and Hershey the other five motos, I think Rex should get credit when it's due.

EDDIE MEYERS  
Rubidoux, Calif.

## LESS GROUND, MORE TAXES

I had a thought (I do have a few every now and then) as I was driving home from the Victors race at Red Rock.

Have any of the people that are trying to get us out of the desert ever thought about the amount of money

the state gets in gasoline taxes? We have five bikes and drove about 325 miles to get to the race, I feel we paid about \$7 in gas taxes this weekend alone. Multiply that by a thousand or more people that rode the Victors race and you can see how much money the state government will be losing if they succeed in keeping us home.

Then there is the sales tax on the bikes and parts and supplies.

(Mrs.) PAT PEARSON  
Hacienda Heights, Calif.

## SRA KUDOS

We just got home from the S.R.A. Riverside Grand Prix and would like to congratulate S.R.A. for holding a fine two days of racing. I was particularly impressed on the amount of safety precautions taken. What a big difference from last year when you risked your life just by walking in the pit area.

MR. & MRS. SANCHEZ  
Blueview M.C.

## LUMPS

I'd like to thank the Western States Racing Assn. for a number of well run motocrosses this past season. I had the pleasure of riding their three races at the Fernley track and was gratified to see that their organization and track preparation improved every time. Wow! — that was some slippery mud the last time out at Fernley.

And now for the lumps! At the recent March 5th Hare Scrambles held near Reno, Nev. by the WSRA, you guys kind of blew it. I've done a lot of riding these past few years, a number of cross-country races and many motocross but this nasty little non country put the infamous "Cherry Creek" in Utah to shame for ruff 'n tuff body bruising punishment. Of the 280 riders starting I believe only about 100 lasted the 10 laps of 11 miles each. J.N. better look out as it looks like Carl Cranke took this one and is loaded for bear.

DAVE RIKER  
El Monte, Calif.

## COLD HATS?

I sincerely enjoyed your "Billy Barkfeather" and "Latrina Snapsaddle" and also enjoy "Voices of the West". We here at Grand Junction will be subscribing soon to your paper. Our club the "Snow Rates" is one of the first motorcycle clubs in our region with Cycle News hats. We also hope to see more of Billy Barkfeather. I also hope to see a special on the new Kawasaki's.

PAT NICHOLSON  
Grand Junction, Colo.

## NO PAT FOR CLETE

I'm writing in regard to the letter written by Mr. and Mrs. Malfitano to Clete Roberts of KNXT. Beautiful! I really enjoyed reading it.

I didn't actually see the report on T.V., but I have been reading about it in Voice of the West. I've seen other "shining examples" of their "unbiased reporting".

I'm glad you were there. A pat on the back to both of you.

STEVE BROCKINGTON  
Costa Mesa, Calif.

## WEEK OFF

To all you great folks that attended our March 12 Novice and Beginners Hare Scrambles north of Adelanto: Our riders' instructions stated that trophies would be awarded at our next race on April 2 at Four Corners.

At the time we were not aware that the Larry McClellan Benefit Enduro was scheduled for that date. As a result we have changed our race date to April 9, same place, same time.

Thank you,

DINGUS  
Desert Racing Association



# THE NATIONALIST PAPERS

A new column that will cover highlights of the various Nationals, major non-National happenings & the riders who compete on the National trail.

By Proteus Echo

Remember when it was hurry-up-and-wait-for-Daytona in March, and then sit back and wait until June for the rest of the Nationals to start? For years June, July and August with a smattering of September were "National months".

With the increasing popularity of professional cycle racing the Nationals are now spread from January to

October. The recent trend of the AMA to ask for better purses, better racetracks and better rules has not only found more tracks and promoters but more people willing to pay more money for a National event.

Larger purses have brought more riders from the far corners of the country. More riders are showing up for National races than ever before.

For the first time, 1972 will find early season Nationals in the West which has traditionally only had Nationals in the past during July and September. Somebody discovered the West all over again and found that there is less chance of rain in the West during April and May

after experiencing many rain-outs over the years during that time in the East and South.

Now that record crowds have attended Houston and Daytona it is time to return to Road Atlanta, the fine road racing plant, located about 50 miles outside of the Georgia capitol.

This will be the second annual event on the track that is rated as one of the best for the riders but on the poor side for the spectator that wants to see most of the track at one sitting. Or standing. Over 20,000 people showed up last year for the inaugural to watch Kel Carruthers and Dick Mann run away with the event.

All road races will again be two-day events and a recent decision by the AMA Board of Directors finds that all road races will actually be a four-class

program with a Novice-only, Junior-only, a combined 250 Expert-Junior and the Expert-only National as the firm schedule.

The advancement point scale for road racing has also been changed to make it far easier for a rider to advance from Novice to Junior and from Junior to Expert than it is for riders to advance in the dirt classes. A good Novice in road racing can now garner the required points with two good rides and a Junior can make Expert, in road racing only, with about four good turns of the track.

Atlanta will be a three-day affair in total with practice slated for Friday, Lightweight racing on Saturday and the National and Junior big bike final on Sunday.

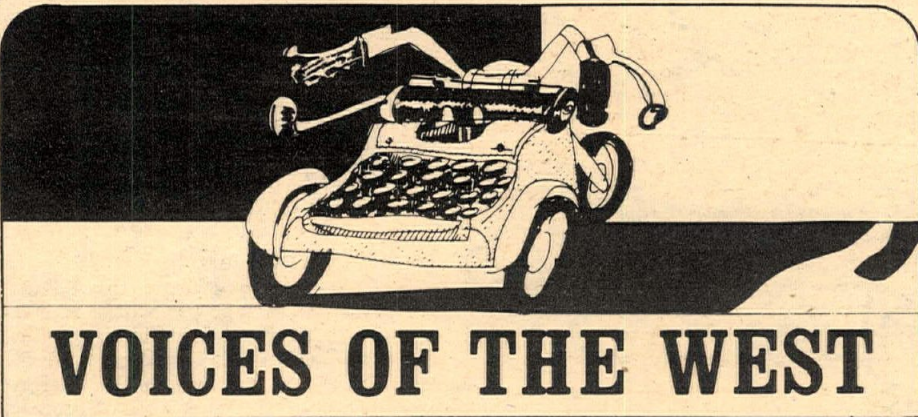
Two weeks after Atlanta it will be the first-time National on the mile sand oval at Colorado Springs, Colo. This will be a two day event sponsored by Yamaha and promoted by Don Brymer.

Brymer had his problems before finally finding a final resting spot for this race. It started out in Phoenix. Later they tried to move it to Miami due to the horse owners efforts to get it out of Phoenix. Miami did not have the dates available so it is now confirmed for Colorado Springs.

Brymer will use the highly successful format that was used at Sacramento years ago. Experts and Juniors will practice and time trial on Saturday and then run all the actual races on Sunday. This gives riders and track conditioners the required time to have everything in top condition by actual race time. It's a format that more than one other promoter on the National circuit should use. Brymer will also have a Novice-only 250cc race on the mile on Saturday, after the time trials. The dates are Saturday and Sunday, April 29-30.

The Ascot half mile season opener on Friday night, April 7, will draw a record number of riders. Predictions are that the new rule allowing 16-year old Novices will find many Fathers on hand to introduce their very own future National champions. The rider may not be willing to make his debut-but Dad is ready and waiting.

Yamaha will host the 3rd annual half mile "Cup" race at Ascot the night before the National TT on May 6. The May 5 race will have a new record \$6,000 purse with the winner picking up \$1,600. Keith Mashburn and Jody Nicholas have been the two past winners for Yamaha and Norton.



## TACT, ETC.

Contrary to the caption, the photo in Cycle News, April 4, 1972, page 34, is not of broken Yamaha forks.

Tact, discretion, prudence, politeness, circumspection, moderation, and compassion inhibit me from revealing the brand of these European units.

AMOS GARDLIN  
Customer Relations Officer  
Yamaha International  
Buena Park, Calif.

## MARATHON MARATHON

The accuracy of lap counting at the Fremont Marathon leaves much to be desired.

The races are great fun but for two women to count laps for 40-60 riders is ridiculous.

BILL & CAROLYN WAHL  
Newark, Calif.

What has become of fair play? Fremont Marathon sponsors, whoever they are, certainly could use a lesson.

Disregard for correct lap counting is the order of the day. Riders' complaints are met with excuses. Enough is enough!

DON HEEREN

Hooray for the idea of a marathon. Boo to the lap counters.

CLARK & WANDA HANSEN

In regards to the Fremont race on the 18th of this month, I feel there is a better way of counting laps.

Also, the foul language is uncalled for.

SHERRY HAMPTON

I have enjoyed myself at every Fremont Marathon as a spectator and pit crew. I think I have a few suggestions to help both riders and lap counters.

—Increase lap counters or decrease the amount of riders per class.

—Have a few flagmen on the track to black-flag bikes with unreadable numbers. Some riders have no one to tell them about muddy plates.

—Use a checkered flag for finish exactly two hours from the start.

Maybe this is a good example of how sanctioned competition, AMA and District 36 rules are really protectors of the riders.

ERN SMITH  
Sunnyvale, Calif.

## BUL POOP

I was wondering if you could send me a schedule of the European motocross events.

I also heard that Bultacos can't be registered in California because of noise level. Do you know if Bultaco has any plans to correct this?

TOD MITCHAM  
China Lake, Calif.

Check Papa Wealey's column this week for the skinny on the European Grand Prix motocross schedule. As for the Bultacos, the

company had fits with the DMV at the early part of the year when certain models continually failed to meet legal noise requirements. Finally the state got ticked off and sent a letter to all dealers saying all new Bultacos could not be registered in the state, street or dirt. Although Bultaco Western could sell every bike imported outside of the Golden State, they couldn't let their many local dealers down. The big problem was, the Bults were plenty quiet at the exhaust end; they were just too noisy at the intake tract. Eventually in a single nervous session of testing, they got one of the Bults quiet enough to pass the test, hence liberating thousands of brothers everywhere. Things are back to normal....Ed.

## RUCKUS

In reference to the Cycle News edition of March 28, 1972, regarding the CMC race at Escape Country on March 19, 1972, in which Buzz Baty reported that Rick Ruckman won all three motos that day.

If you would please check the official CMC account of these motos you will find that Rick Ruckman received two firsts and one third, contrary to what you published.

BETTY L. WOOD  
Vista, Calif.

## scramblin' around

By Maureen Lee

A tip of the helmet this week to two scrambles riders who did so well in the Mint and didn't get the recognition their effort deserved. Jim Connolly and Danny Hockie, who've both held scrambles Number One plates were originally scheduled to ride a Kawasaki. The ride didn't materialize at the last minute, so Ken Clark provided them with an Ossa Pioneer. There were a few frantic hours of just checking the bike out, with no time to work it over and off they went.

In the whole race which took quite a toll of equipment all they did was adjust the chain once and the Ossa just kept on running. The Pioneer isn't designated as racing equipment but the two of them came in 18th overall. Pretty darn good, I'd say, for two who aren't cross-country riders every weekend! It's a pity the organizers didn't have at least a trophy for all those guys listed in the top 20. In fact, they only paid back to 10th and from there on down no one got any official recognition for their efforts. And with those \$300 entry fees too!

Gail Bell, who belongs to the family of the Jack Rabbits M.C. went out and won herself one of those neat Smuggler trailers in an Enduro a couple of Sundays ago. There were 1700 riders and Gail was first girl in and two minutes off the key time. Her mom Peg came in third and also went home with a goodie. Bet the menfolk took a lot of ribbing in that group with their ladies doing so well.

There was plenty of racing to be seen on TV this last weekend with Wide World finally coming up with the showing of the Race of Champions. The camera angles and lighting weren't too good but the racing was, and Terry Dorsch was his usual cool self when accepting congratulations for his win.

Then there was the Atlanta 500 which had to be the most exciting race ever filmed at the finish. We got a laugh out of Bobby Issacs telling Chris Ekonomaki about how tiring driving in a race like that was. Friend husband came up with the crack, "God, if he rode 20 minutes of motocross they'd have to bury him in a box!" I guess all of us think our sport is tougher than the other guys'.

Then the TV cameras got the shots of Evel Knievel doing his thing when he broke his collar bone. The approach ramp was like a ski jump, no chance to practice, just down the hill and into the air. It looked like the front end went on the landing but the damage was done when he got hooked up on the damn bike and it dragged him along for a long way. Ah well, you can't keep old Evel down and regardless of who your favorite jumper is you have to admit that Evel puts his money back into the sport he takes it out of as he's doing with his motocross. Now that's a purse worth going after and from what we hear, everyone who is anyone from all over the country will be there and it will be the first time we'll get a chance to see the East Coast boys go against our westerners.

George Johnson made us welcome at

Rawhide Park last weekend and it is sure a nice addition to our places to go riding at. Not crowded, the facilities are there and will be improved as time goes along; spare parts are sold so if you break something simple or need a new plug you don't have to curse yourself if you forgot to bring a few goodies along with you. I'm proud to say I even got back on a bike again; my trusty little Hodaka and I puttered for all of five minutes. Being off for a full year sure does something to you. I couldn't even remember how to shift the little beastie! Anyway, we wish George all the luck in the world and say thank you to the city of Elsinore for allowing the park to open. The county isn't happy about it but the city fathers annexed the land into the city and allowed it open. Thank you, gentlemen, we wish there were more public officials around like you.

Now here we go again asking for your support in writing letters but let's get that mandatory helmet law turned down. I know all the pros and cons about it and so do you. Personally, I wouldn't go five feet without the old Bell on the same as my car doesn't move until the belts are around everyone. But I resent politicians telling me I have to wear a helmet for my own protection. They must think we're all dumb because of the majority of riders you see on the street are in brain buckets and the others...well...it's their funeral. So, give Russ Sanford the support he needs to fight this one or remember that helmet will be with you like an albatross wherever you go on your bike.



# Cycle News North

## Cranke Gets CMC North Non-stop Win

By Bill Spencer  
LIVERMORE, CAL., March 26, 1972 — Carl Cranke rode an exceptionally fine 125 combined event for three big wins on his new Penton and total domination of that class. The new motor is exquisite and Cranke's handling of the machine makes him nearly unbeatable although he had his challengers.

Both Rory Muscatel and Mark Muscio gave Cranke a run for his money but even with short motos, they couldn't hold him back. Muscatel is one of the last of the little guy hold-outs with Cranke. Both have been riding them for over five years and while Muscatel has out grown the size of the bike he still feels that he can ride the little one while the big ones are riding him.

In Muscio's case, he just rides wide open most of the time and whether he can stay on or the bike holds up determines his finishing spot. Today he held on for the third overall behind Muscatel and Cranke.

Ed Williams won the Novice Open affair with ease and he still amazes me. I don't get too much chance to do motocross but I still feel that I know most riders but him I don't and so he must have just come on the scene but he has done it with aplomb because he wins all the ones I go to.

The combined Open affair was a total runaway for Trophy Cycle Maico's with Ron Huffman and Ron Self literally running away from all comers in both motos. Huffman has hit the scene rather fast of late and will join the pros just as soon as he can get his license.

He won both motos easily while teammate Self nursed a sore body around for second with only slight competition from Canadian Wayne Schuler. Huffman was clocked well with the leaders of the pro event that came



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later in the day and if he can keep up his hard charge for 30 minutes like he does for 10, he will definitely be a wower at the races. The same goes for Self when he is well but he isn't quite the same in all-out speed. Huffman is a real banzai, with style and with time might get to look a lot like Brad Lackey, who is now one of the real bad motocross dudes.

Finishing a respectable fifth in the

## Frazier Outlasts Fremont Marathon on a Dinosaur

By Bill Spencer  
FREMONT, CAL., March 25, 1972 — John Frazier and his mammoth dinosaur Triumph did their thing at today's Fremont Marathon that had a total of 110 bikes tour the one mile course. Frazier has been a consistent entrant and just last week placed ninth to show his consistency. While John is not one of the active scrambles guys, he stills shows up once in a while to keep the troops honest.

With Frazier came two other hot entries from the Los Gatos M.C. and between the three, they also managed to cop the Club trophy with finishes of first, fifth and eighth. The last trophy went to Louie Garcia who thought he was right behind Frazier at the end but a recheck of the laps showed him to be two laps down.

Garcia and Jerry Chadim, the president of the club as well as Frazier all rode the two hours by themselves and this really goes to show what kind of club these guys are. Besides being one of the hardest drinking clubs, they also go pretty fast.

The second two-hour affair of the day was the 125 class and Carl Rodrick sewed it up after Rick Hocking broke the primary chain on the Woodard Bultaco. Rick is about the fastest thing out there but the Honda's of Rodrick and Bruce Hanlon managed to keep him in check until he finally went out. Rodrick and Hocking would dice for laps on end and swap the lead like five times in one lap. Combine this with Hanlon's superb effort and the result is one great race. Hanlon had his problems

last moto was Ricky Lewis on the 250 AJS that is keeping him in trophies lately. While the scoring was just on the Open basis, Ricky was seen passing a whole bunch of larger equipment with no difficulty. While his times weren't those of Bryar Holcomb, this kid deserves some watching, right Mike Jackson?

(Results on page 56)

toward the end but still managed to be credited with seventh place finishing.

Second to Rodrick was another Team Cycle Center entry of Longboya and Souza and they are always in the thick of it, it seems. Newcomers Jay Scherer and Leonard McIntre took a credible third despite a lot of falling down early in the race, while the brothers, Alan and Fred Wood also had bike problems at the onset but overcame them for a fourth place.

The 250 run once again went to the Turner boys on a Selby Rickman-Montesa. These guys are the whiz kids of this track. One is a first year Novice while the other has only been racing a few months yet they really get it on.

The second spot went to loner John Gennai who rode an A & A Bultaco for the entire distance by himself despite a very stiff and sore ankle.

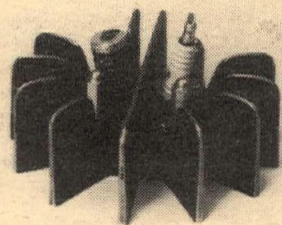
Carl Rodrick who had just gotten off a 125 Honda and was really hot on his new 250 Maico came in third. That is really something. Four constant hours of on the gas can really keep you in shape.

Fourth place would have gone to Dave Lewis on the AJS but he teamed with Pat Brown and they got disqualified for riding two Experts, which is a no-no. Larry Darr also got the no-no sign for riding two motors with Terry Fish slipped in for a fourth.

The famed Marathon Madness will run once again on Saturday April 8, with the Opens off first, then 125's and 250's.

(Results on page 56)

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## Some dust and One Large Waterhole

By Bill Spencer

PT. RICHMOND, CAL., March 19, 1972 — While the big cats are away, the other guys will play and win, was the theme of today's running of the Richmond Ramblers M.C. Hare Scrambles. The other guys were the likes of Rob Norgaard and Ricky Lewis. The big cats are normally Dick Mann and Brad Lackey but for today, they were both off somewhere else doing something else.

For the record, Lackey was winning Saddleback Park and Bugs was practicing at Carnegie Cycle Park. Something funny about those old guys that don't ever take any time off for rest and frolic.

At any rate, the big bike-run was an easy runaway for Norgaard on one of Lackey's CZs and his keeping in shape for the upcoming racing scene will put him in the right frame of mind for the long racing run that will now last until the end of the year. Norgaard came around well in the lead on the first lap and held a steady three-minute gap on second place finisher Jerry Parsons on a BSA 500. Parsons had a slight advantage on Steve Bales at the onset on the back side of the mountain and had to settle for a third. Parsons kept up good consistent laps to finish quite well, while Norgaard kept his machine trucking for the win.

In the 250 bash, young Ricky Lewis went hog wild riding one of his dad's AJSs, and had nearly an eight-minute lead on second place going into the last lap. While still only a Junior-ranked rider, this youngster is quite at home on the Richmond hills and his Ajay. Perhaps some of that Norton Villiers money has put some interest into this guy and if he can keep up this stuff, he will definitely be in the pay off window in the near future.

Going by on the second to last lap, Lewis wanted to know how much more time. His dad told him one more lap but because he was cutting the course in such quick time that when he came back he got another "one more lap" signal. With a grin from ear to ear, he plugged on for another lap. The last one



Never mind the trick wheelies; just plow right through.

wasn't as easy as the others, though. Coming down one of the hills he pitched off and got some pretty good welts and cuts on his side. His eight-minute advantage saved the day

for him and even losing nearly four gave him the win. While his smile might not have been as big if he hadn't bled, he still had enough in him to smile as he got his trophy.

In regards to the impending lawsuit of huge proportion, counsel Tom Shelby said that the outcome was imminent and the judge's decision should be heard soon.

## Stockton Hosts 306 at Lodi

By Ann Carr

LODI, CAL., March 26, 1972 — The Stockton Motorcycle Club provided 306 riders from California, Nevada and Oregon with an extremely competitive program today. The track-dusty, rough and wet in spots for practice was swept clean via road sweeper before the heats to present a tacky, dustless, hard surface for the 62 events to follow. Five hundred spectators enjoyed the antics of 153 Juniors and Experts who provided most of the excitement.

Stockton Kawasaki rider Howard Arnaiz in his first race since breaking a thumb earlier this year put out a fine individual performance. Howard took four out of five wins as he won the 250 B semi, 250 Junior Main, and 650 Junior heat and Main.

Jim Cutts of Stockton broke a long dry spell as he powered a Triumph to a second in the 650 Junior main.

In the 250 Expert Division John

Heebo took the lead in lap three over James Monegan and went on to gain 10 valuable black plate points. This event also provided good battles between "The Hughson flash", Jeff Davidson and black plate riders Dennis Spence and Mike Van Lienden.

Alex Jorgenson of Stockton continued his domination of the heavyweight Expert class with his fifth win in a row at valley tracks. Riding his dad's "old" BSA (both cylinders operating today), Alex got off the line poorly in the heat but worked his way up to take a second behind Duane Spence on the last lap. In the main, however, Jorgy pegged the starter perfectly and from then on it was Triumph chase BSA.

The next day race at Lodi's Bowl will be the annual Spring Scrambles on April 16.

(Results on page 56)

## CRANKE FLIES HIS PENTON

By Steve Young

RENO, NEV. March 5, 1972 — In the early morning hours of a beautiful Nevada Sunday, about 300 riders amassed in the sagebrush to try their luck against the desert, and each other. It was a three wave start with the heavyweights first to struggle through the tough sage to the smokebomb. As might be expected in the rough going, many riders fell within sight of the starting line while experienced riders like Red Cadwell, Bill Onga, and Barclay Trehal gained an early lead. The 250's followed moments later in a similar fashion. Finally, the lightweights headed off with the day's hero, Carl Cranke, well in the lead.

The race consisted of ten laps of about eleven miles. After the first lap, Cranke was in second place. Since he started last, he passed about 200 riders on bigger bikes in eleven miles. An astounding feat, yet typical of his performance throughout the race. By the next check, he was well out in the lead and increased it throughout the

race.

His little airplane, disguised as a Penton, passed every rider at least once and many several times. He had the perfect combination for any desert race, a fast, dependable bike, a great deal of skill, and a seemingly tireless body. Everyone got a chance to hear the famous Cranke whistle and then watch him streak past, once in a while on the ground, usually in the air doing Lackeybatics.

For most riders, the course was a very tiring one. After the first lap, the desert sand was all whoop-de-doo. It began to resemble more of a giant motocross than a desert race. Of the 300 starters, only about 40 or 50 finished. Many riders quit from fatigue, many from mechanical failure.

The race was well marked and well run by the Western States Racing Assn. and provides a good omen for the up-coming Virginia City Grand Prix. Many riders pre-entered for the Grand Prix in June, hopefully to be one of the finest annual races on the West Coast.

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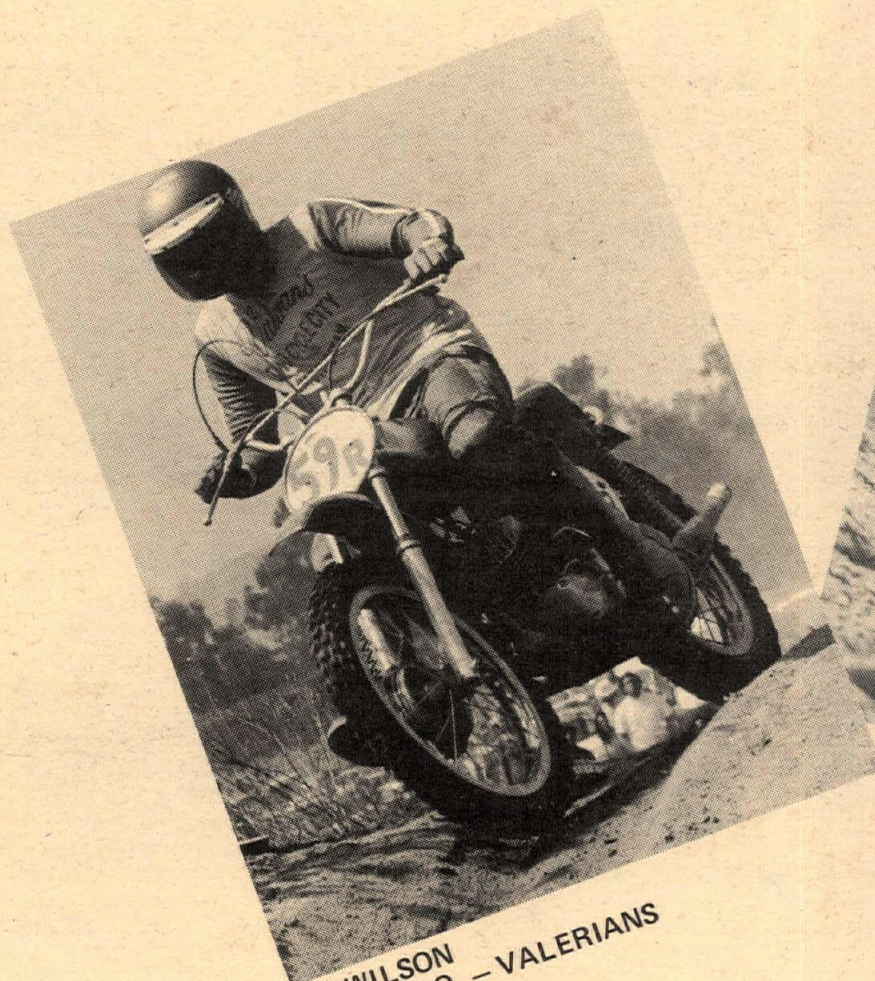
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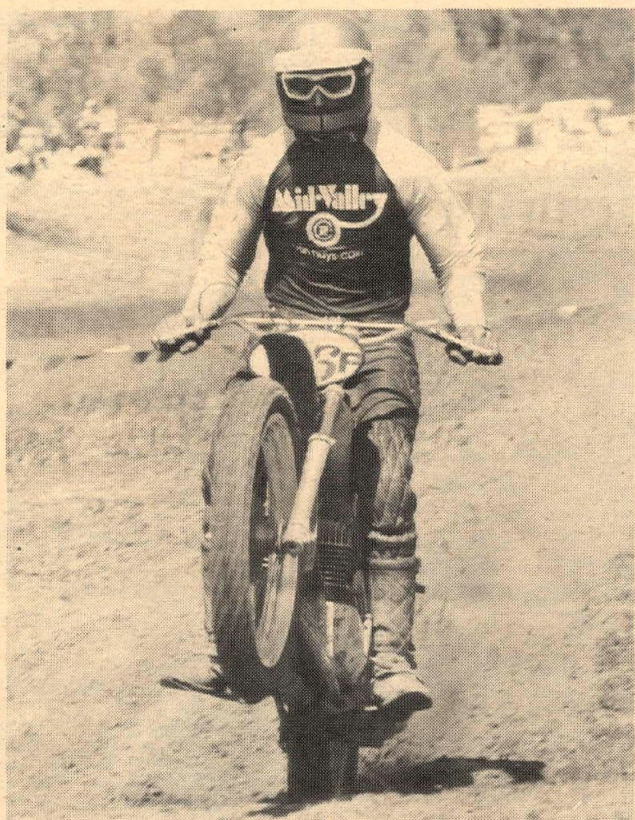
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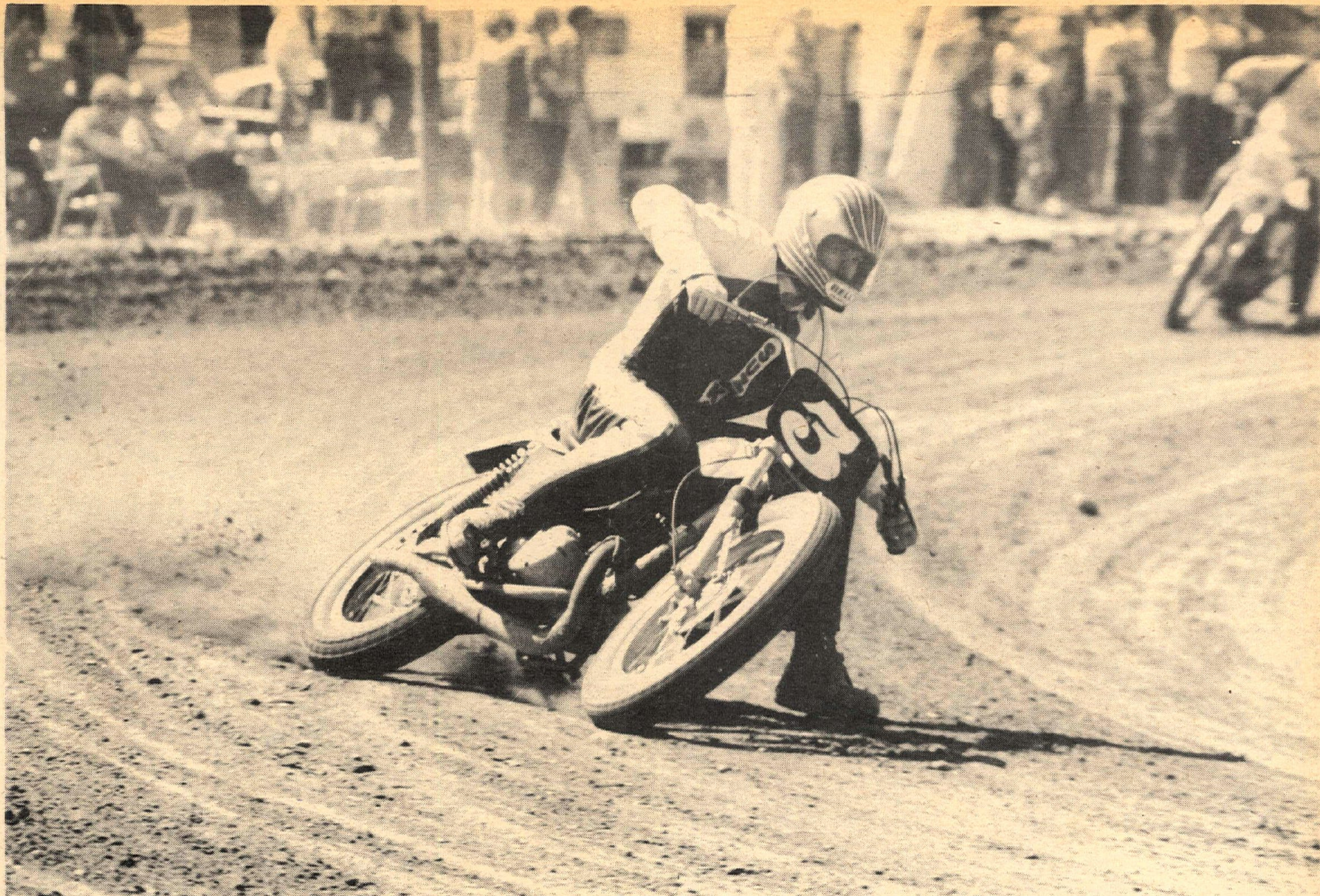


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100 Novice Expert winner Jack Jones finds traction on the no-traction surface.

## Champs Sorted at Sprockets' 10th Tri-State Scrambles

by Sportphoto

BAKERSFIELD, CAL., March 19, 1972 — Nearly 270 eager competitors were on hand today for the Sprockets Motorcycle Club's Tenth Annual Tri-State Championship Scrambles.

Perhaps hungry would be a more apt description than eager, as all of the old, tired cliches could be used; "hot and heavy," "thrills and spills," "crash and burn,"; all would be very fitting. Changes in the track created problems for many, as the front straight had been lengthened and the first turn both narrowed and tightened, in preparation for the upcoming short track events.

One thing was not changed, however, that was the hard, slick, no traction surface that this track of late always seems to develop into by the time the

mains are starting.

The guys in the 125 Novice Division Two Main were more than just a bit upset as Elaine Smith struck a telling blow for womens lib. Elaine, who has been racing for quite some time, started out as a Powder Puffer, but when the other girls dropped out, Elaine kept on racing with the guys. She has won several other district events, but somehow a local win has eluded her. That wasn't the story today though, as Elaine charged off the line, grabbing an immediate lead and just kept on going, right to the checkered, never even being remotely challenged.

Meanwhile, back in the pack, while attempting to get by Larry Melton, Curt Bahr hit the first turn of lap two way too hot and had no where to go but over the berm. Bahr definitely had not

given up though and was on the gas, charging hard. George Thornburg slipped out high and Bahr was right there to take advantage, moving back into third. At the checkered, Elaine Smith received a well deserved and long overdue win, followed by Melton, Bahr and Thornburg.

The 50cc Novice-Junior Main saw Ricky Pearce grab the lead right off the starting line, chased by Jimmy Midge, Mike Taylor, Rick Taylor, Joey Bell, Vern Salyers, Wayne Johnson and the only Junior, Mike Leming. After handily winning his heat race, somehow Mike was put in the back row on the outside. This had both Mike and his father quite uptight as the rule book reads something to the effect that the heat winner shall have the pole position in the main. Perhaps this placement had something to do with the fact that Mike hasn't lost a race in about four or five months.

Mike Taylor encountered some problems in the right-hander on lap one and made a close inspection of the track surface, advancing Rick Taylor to third, Bell to fourth, Salyers to fifth, Johnson to sixth and Leming to seventh. Exiting the right-hander, Leming got the drive on Johnson, moving into sixth, then flat went wild and went around the outside of Salyers, Bell and Taylor in turn three, advancing clear into third.

Johnson found the way around Salyers through the sweeper, then passed Bell in the right-hander on lap two. Again in the right-hander, Salyers got by Bell on lap three, moving to fifth, then was passed by Mike Taylor in turn one of the last lap. Once again in the right-hander, Johnson went to earth, putting Taylor into fourth and Salyers into fifth. Coming through the sweeper for the checkered, Leming drove around Midge to finish second overall.

(Results on page 56)

## Team Meet Sees Grumph Dump

BEND, OREGON, March 5, 1972 — The Cascade M/C tried something different in the way of cross-country events. They decided to have a team event with two riders and one or two bikes. A 30 mile course was laid out with about half of it in new trails. The course was open for practice and it was decided that each rider must ride two laps for a total of 120 miles. Rider turnout was not great (110) due to other events being held in the Northwest, but many riders that never raced before showed up for the fun. And fun they had. A beautiful 60 degree day and lots of excitement as partners waited for their turn.

The race started at 10:30 with a two mile dash to the smoke bomb. At the end of the first lap, it was Dick Jagow on his 500 Triumph powered Greeves with about a five minute lead. Dick elected to ride the Triumph after seeing some of the fast roads on the course. Figured his 250 would not make the 100 mph mark like his Grumph. CZ mounted Larry Felix was five minutes behind Jagow. Tracy Lantz followed on his CZ with Charles Standeford right behind also on a CZ.

On the second lap Felix's teammate, Frank Sunada, moved past Jagow's teammate, Bob Camby. Dick

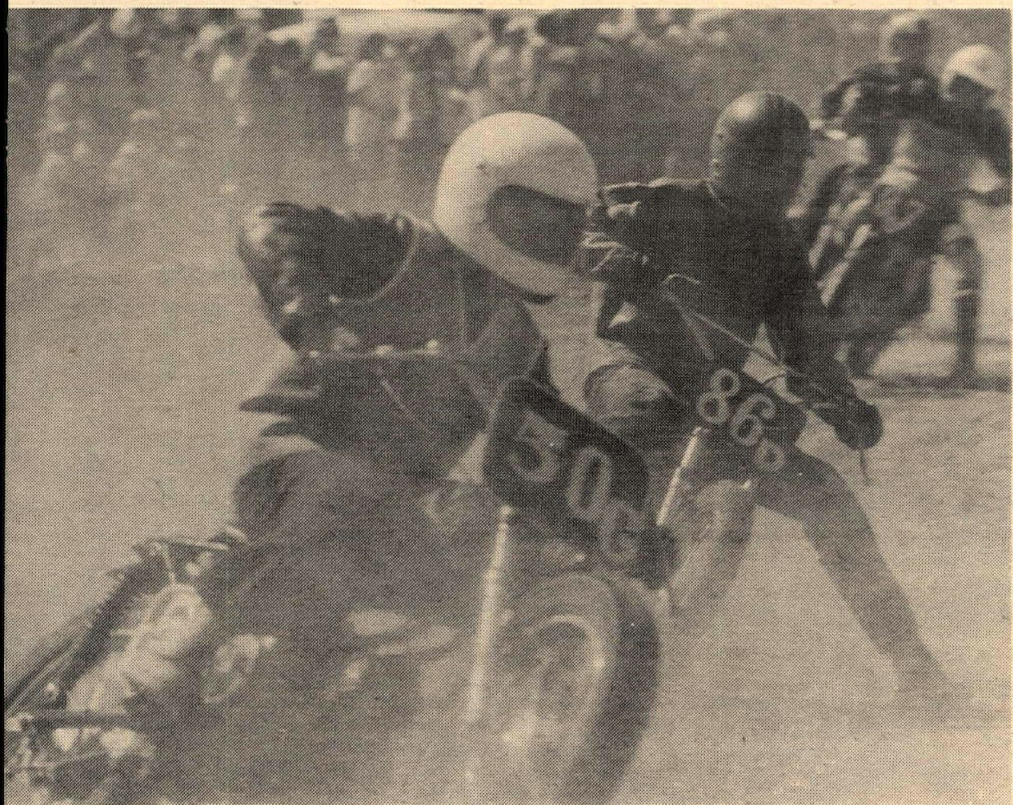
Jagow was a nervous wreck knowing his teammate had dropped back to third position. Camby came flying into the pits in hopes of regaining the lead, but managed to find the only rock within 200 yards of the starting area and did a fantastic endo. Dick is now in the Gresham, Ore. hospital with a seriously broken leg.

The CZ's of Sunada and Felix went on for the win followed by the CZ's of Standeford and Heeter. Keith Nerse and Tom Montgomery riding DKW's were first in the Lightweight class and seventh overall. They would have finished much further up, except that Nerse broke a front axle and came riding back to get his teammate's bike. It was figured that he rode 15 miles out of his way but still managed to take the win.

A last minute teaming of Steve Stotesbury (Hon) and Wayne Morinville (Kaw) resulted in second place lightweight.

This was Cascade M/C's first try at team cross-country racing and since everyone enjoyed it, they will surely have more.

Cascade M/C's next event is a 150-mile cross-country April 16 utilizing a 75-mile course.



100 Novice Tony Bradley smokes in his heat on the way to second overall.



# **1972 OSSA PIONEER WINS** *the*

***Hi Mountain Enduro February 13, 1972***

Dave Evans (62D), on a brand new Ossa Pioneer lost only 4 points to win this highly popular event.



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# RAYBORN WOWS THE LIMEYS

OULTON PARK, ENGLAND., April 2, 1972 — Cal Rayborn was the absolute star of the John Player Trans-Atlantic Trophy Series. Rayborn, riding last year's Harley racer, duelled with Ray Pickerell on a BSA 750 triple for the entire six-race series and set the record for the fastest lap at Oulton Park.

The series opened at Brands Hatch where 15,000 spectators were on hand to watch Pickerell win the first race and set a new lap record, taking 1.6 seconds off the old record. In the second race Rayborn equalled the new record and won the race. Peter Williams on a Norton also equalled the lap record.

The fact that three riders on different machines could all knock 1.6 seconds off the record suggests that Dunlop, whose tires were being employed by all three, has really come up with something.

The weather was cold and in practice Jody Nicholas on one of the Suzuki 750's crashed while avoiding Don Emde, who was pulling into the pits. Neither rider nor machine were seriously damaged.

16,000 spectators stood in the cold at Mallory Park to watch the continuation of the Pickerell-Rayborn duel. It was the same pattern. The BSA triple rider won the first race and set the fastest lap at 92.05 MPH. The race average was 90.46 MPH.

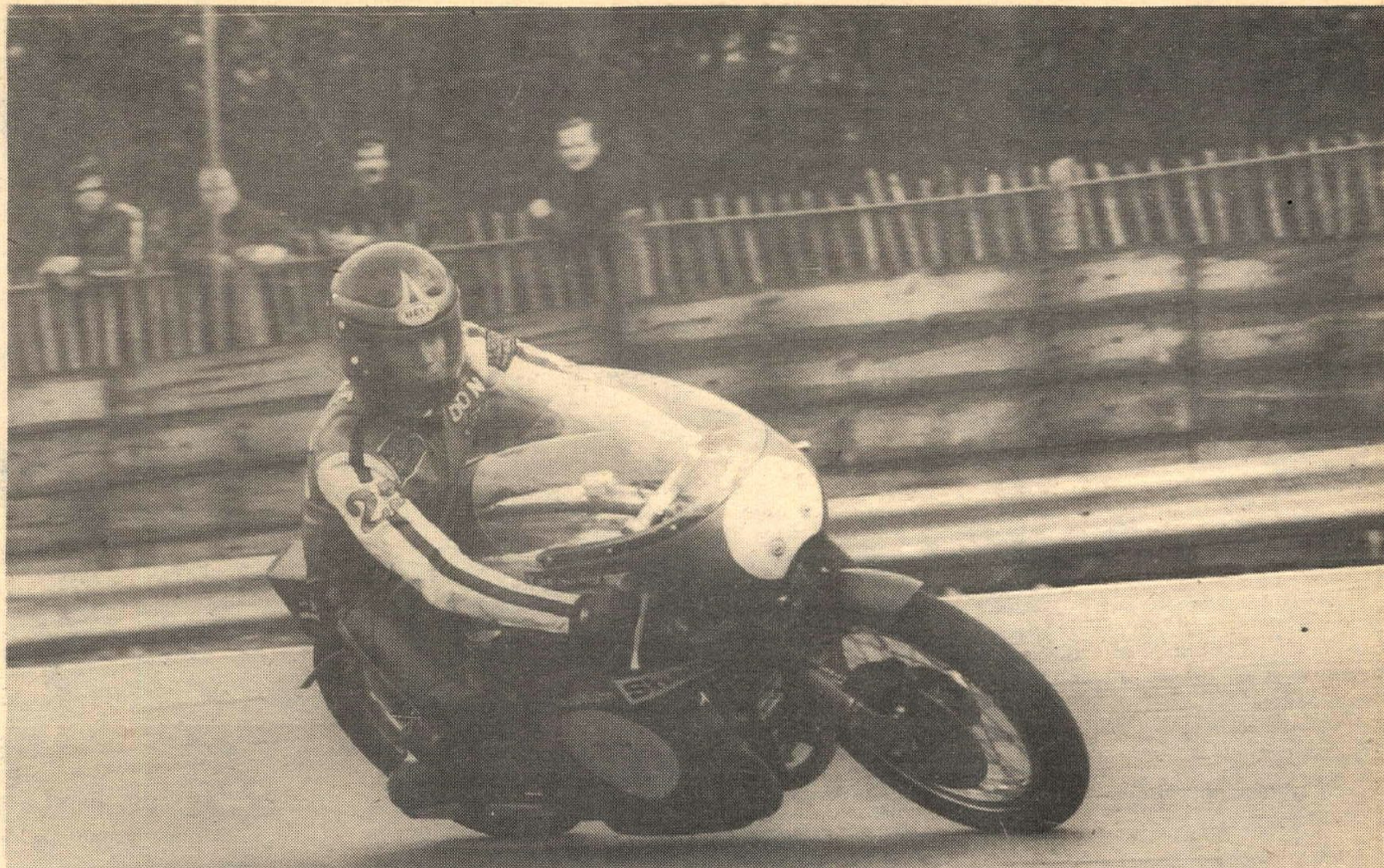
The second Mallory race saw Rayborn again equal the newly-set Pickerell lap record and win the race with an average of 89.92 MPH. It was in this race that Nicholas began to make himself felt and put himself into fourth behind John Cooper's BSA 750.

The Suzukis all had a multitude of problems. Clutches, chains, electrics, and transmissions all presented problems, but the major problem was with handling. Even so, Nicholas dived with Cooper and Norton-mounted Phil Read and should have had second place. However, his Suzuki popped out of gear on the critical last lap.

The national daily press gave excellent coverage to the series, particularly to Rayborn's fantastic performances. As a result, when the series moved to Oulton Park for the last two races 20,000 spectators came out to see Rayborn and Pickerell again.

After only eight laps practice, Cal blew the opposition into the weeds with a 91.64 MPH average. The fast lap was set by Cooper at 93.42 MPH.

In the second race it looked like Cal was set to do it again when his engine seemed to tire on the last lap possibly due to a broken ring, and finished



Don Emde fared none too well on the none-too-familiar Gus Kuhn Norton. Now if he had been on Mel Dinesen Yamaha, and if the races were 200 miles long....

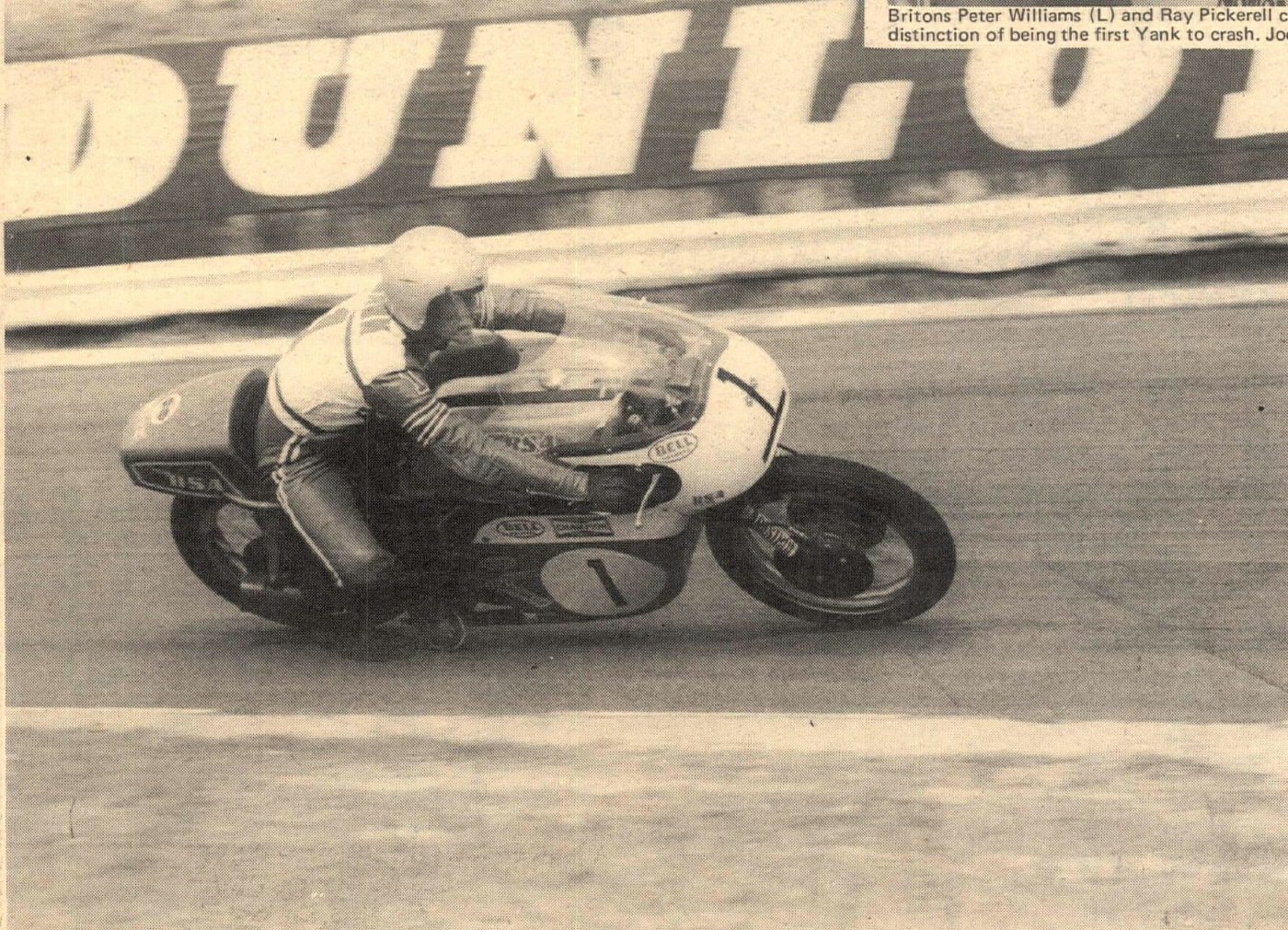
second to Pickerell. This race saw a 92.55 MPH average speed and a fast lap of 93.77 by Rayborn and Pickerell.

At Oulton Park a "Man of the Meeting" award was presented to Rayborn for his outstanding performance. This was Rayborn's first racing experience in England. The machine that he rode was not a factory H-D but one of last year's 750 racing machines supplied by Walter Faulk of Daytona Beach.

The entire American team thought that it was a "wonderful series". Emde crashed his Norton at over 100 miles per hour at Oulton Park. Although he aggravated an old neck injury he rode



Britons Peter Williams (L) and Ray Pickerell chat with Cycle World's Jody Nicholas, who had the distinction of being the first Yank to crash. Jody later pulled through with second American.



Dick Mann can't get his champion Beezer running like last year.

the race. This series was the first time that Daytona winner Emde had ever ridden a Norton.

It was expected that the Americans would fare the best at Oulton which is a "long" course, but while they liked it the best they didn't seem to score much higher.

The entire American team made a great performance, but it was Rayborn who really shone against outstanding opposition like World Champion Phil Read and Isle of Man TT winner Tony Jefferies. Rayborn received a standing ovation at Mallory.

Nicholas, once he got going in the second half of the series, also put on some fine rides for a fourth and fifth at Oulton.

With a dozen riders competing in each race, the scoring was as follows: 12 points for a win, 11 for second, 10 for third, etc. The highest possible score is 72. The results:

|                      |            |
|----------------------|------------|
| <b>AMERICAN TEAM</b> |            |
| Cal Rayborn (HD)     | 69         |
| Jody Nicholas (Suz)  | 38         |
| Dick Mann (BSA)      | 32         |
| Art Baumann (Suz)    | 30         |
| Ron Grant (Suz)      | 26         |
| Don Emde (Nor)       | 17         |
| <b>Total</b>         | <b>212</b> |
| <b>ENGLISH TEAM</b>  |            |
| Ray Pickerell (BSA)  | 69         |
| John Cooper (BSA)    | 54         |
| Phil Read (Nor)      | 50         |
| Peter Williams (Nor) | 46         |
| Tony Jefferies (Tir) | 25         |
| Tony Ruttner (Nor)   | 10         |
| <b>Total</b>         | <b>254</b> |

Coming: Anglo-American Series wrap-up.



## RIVERSIDE DUMPS CYCLE PARK

By Elaine Jones  
Riverside County supervisors overturned an earlier Planning Commission denial and issued the City of Riverside a permit to build a new, 400 acre city dump in the Badlands, west of Beaumont and north of Gilman Hot Springs.

Ordinarily, the county has no authority over a city's use of its land. However, in this case, the supervisors were able to decide on the land use and add a requirement that the area not be used as a motorcycle trail park, because of the land's current ownership and because of state law.

The state health and safety code requires issuance of a public use permit before a dump can be developed. The BLM required the city to get county approval for the dump as a condition of sale.

City manager Dan Stone told the supervisors the city also plans to develop the dump eventually as a recreation area, and by saying too much, he managed to get the prohibition of motorcycles. The city had given some consideration to using the dump as a future motorcycle trail park.

Since restricting the use of motorcycles on private lands in early 1970, the supervisors have received several applications for motorcycle park

permits but denied them all, after receiving protests from nearby residents.

In April, the supervisors will conduct a public hearing on a proposal for the county's own motorcycle park, ironically at the county's Badlands dumpsite immediately north of the area where Riverside was barred from permitting them.

## TT AT ASCOT FRIDAY

Opening week of J.C. Agajanian's "new" Ascot will be climaxed by the American Motorcycle Association's flat track elite on the half-mile dirt surface 18300 Vermont, Friday night (April 7), at 8:30 pm.

Dave Aldana of Santa Ana and Tom Rockwood on his home town Gardena track will uphold the honor of Southern California against the likes of Gene Romero of San Luis Obispo, Jim Rice of Palo Alto, Don Castro of Hollister, and Mark Brelsford of San Bruno.

The competition among the nation's best on the new racing surface is a 15-lap main event, following a 10-lapper for Juniors, and an eight-lapper for Novices.

Another event on the first week's program is the CMC Motocross, Wednesday, Apr. 5 at 7:30 pm.

## US WINS AT DUNES



Ah, the beginning of the latest hep-cat dance craze, the "Funky Novice."

By John Grout

Photos by Racing Photos

VALENCIA, CAL., April 2, 1972 — A talented team of Canadian motocrossers, challenging to regain the Can-Am gold cup which they lost to the U.S. racers in 1971, were defeated in three straight 20-minute heats by a potent and well-balanced crew of American 'cross riders during today's bounce-and-bound battle here at Indian Dunes.

Though Tom Kratzer and Terry Hyde, both of British Columbia, were able to score quite well for the Canadians, neither they nor any of the other riders involved with the Can-Am races could handle a young Newhall Ca. whirlwind named Frank Giardina.

Still ranked as a Junior among the motocross clan, Giardina slid his Bultaco to an astounding grand slam victory streak over all riders from both countries. And when the final flag came out, the 17-year-old-high flyer had led the Americans to a 131-174 win; thus setting the stage for 1972's deciding Can-Am round to be held in September at Aldergrove, B.C.

Other riders contributing to the U.S. cause were: Ray Soffa, Chris Mogensen, "Joltin" Joe Granatelli, who leaped into combat to fill a vacancy left by Kenny Zahrt, Jim Hale, Mike Marsh and the Mar Vista rocket, Tom Simpson.

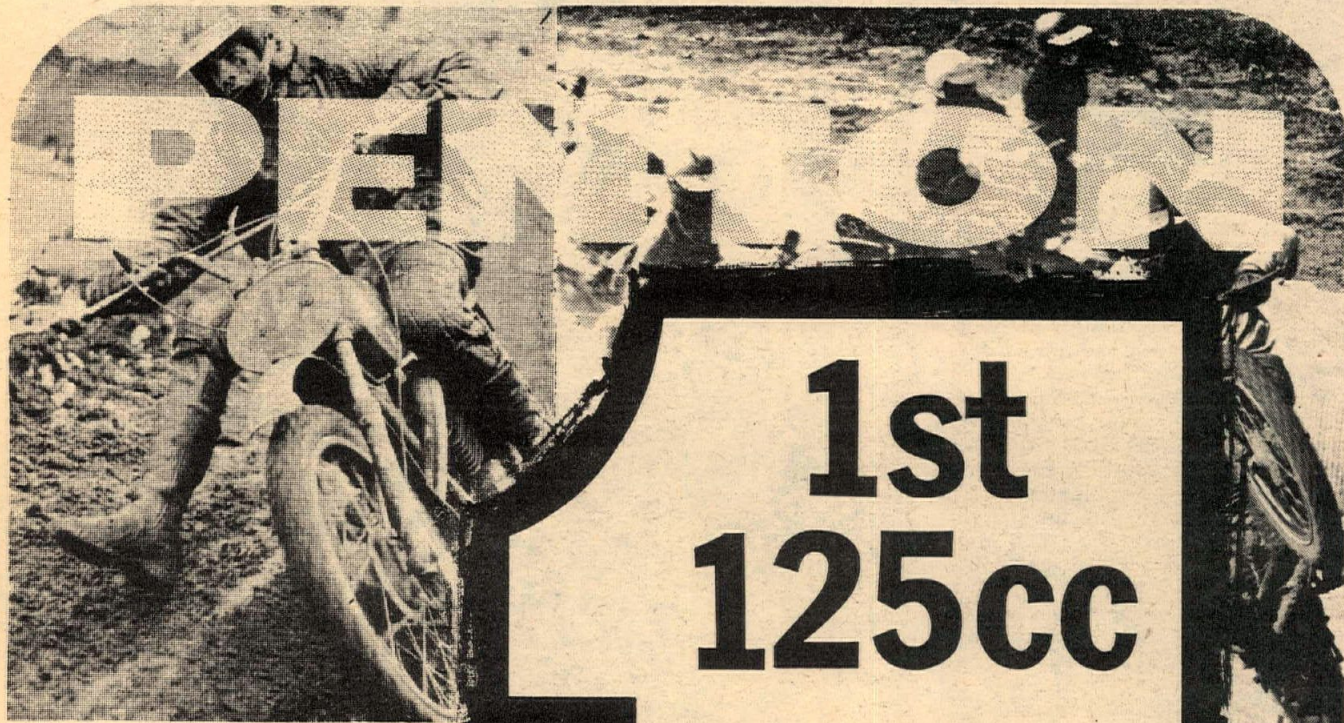
Former Dunes track record holder, Rex Staten from Fontana, zipped his CZ's to scorching swift victories in both the 250 and 500 Expert battles, defeating large, who's who-type fields of riders. Runners-up included Dick Franklin, Larry Greer, Mike Welch from Tri-City, Wash., Mike Marsh, Tracy Oswell and Dennis Law.

Steve Merkel, who was mounted on a snorter of a Bultaco, fought his way from behind the pack to collect a 1-1 score over the 125 Experts. During each moto for the division, Merkel was forced to out-scoot race-wise competitors like Charles Mott, Chris Mogensen, Craig Humber, Don Emler and Ron Acevedo.

Junior class winners, each carting home one of the giant A.C.E. trophies, were Keith Ludwig and Nick Hale (100cc) Jimmy Bauer and Bob Morrison (125cc), Gary Doane and Craig Bradley (250cc) and William Stanley, who whipped the Open machinery.

Trudy Stubbs of No. Hollywood was top "Puffer," defeating Norene Hendrix, Juana Madrid and Rebecca Soloman.

All-class motocrossing will again be featured this Sunday at Indian Dunes, located just 10 minutes north of Magic Mountain. First race at nine a.m.



### ... PRIVATEERS CAN WIN, TOO !

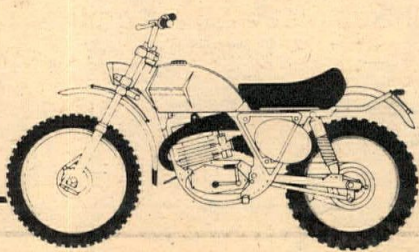
You hear it all the time — there's no way to beat the factory teams . . . **BULL !** Two youngsters paired up for the grueling *Mint 400* and took home all the golden marbles in their class — the smallest — with a *tenth place overall* out of a hundred-plus entries. Their bike: the dependable 125cc PENTON *Six Days*, making the distance in 8 hrs., 28 min. . .

Why gamble ? Hit the big jackpot the first time with a race-ready Penton. See your local dealer for the best hand you've ever been dealt . . .

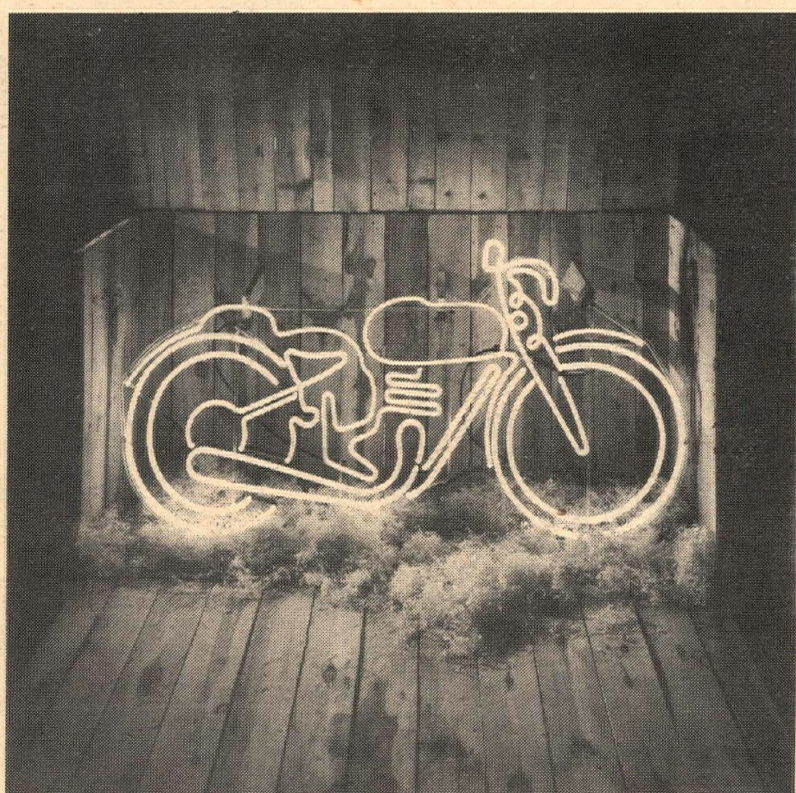
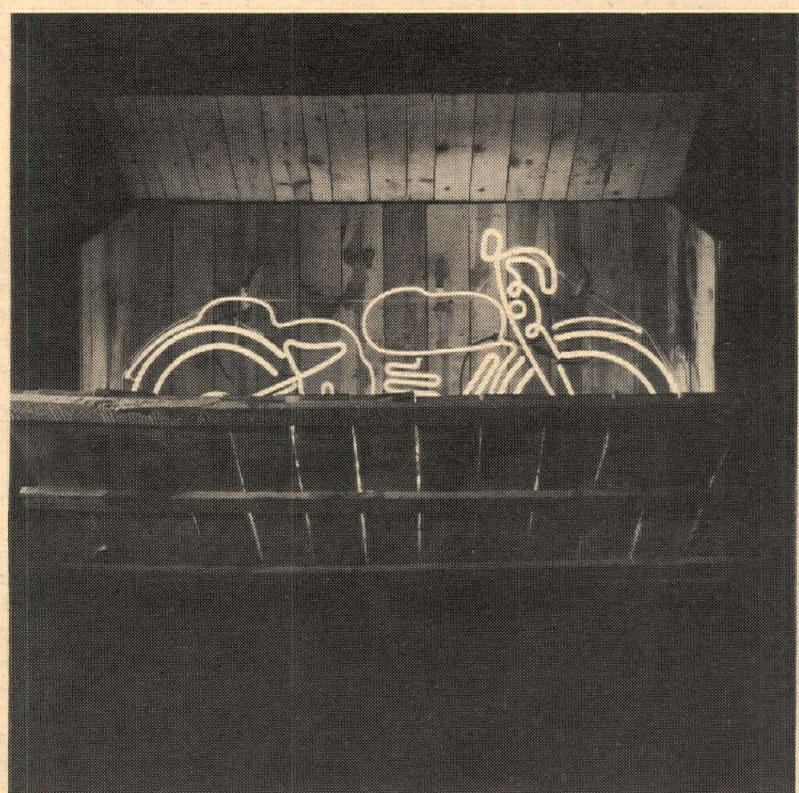
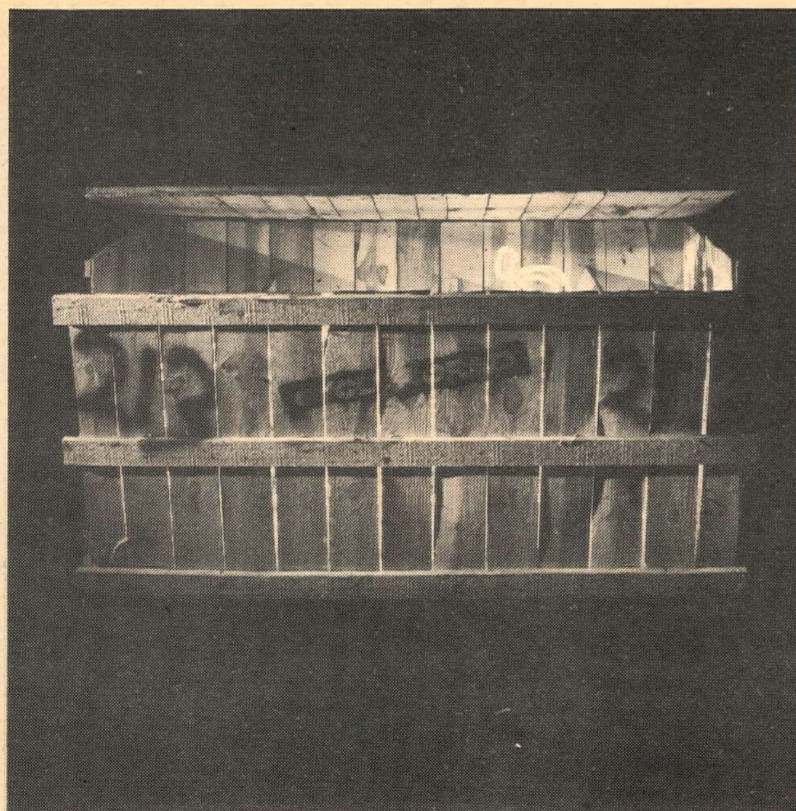
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APRIL 15, 1:00 pm — midnight. APRIL 16, 1:00 pm — 10:00 pm.



# The Blatant Image

By Richard H. Creed  
**A DAY AT THE RACES**

You are standing at the bottom of the jump watching all the hot dogs zap across the top, thinking, "Wow-gee, that sho' am stout!" Just then an out-of-breath fat man in a red jump suit with patches all over it comes panting up, fumbles around in his pockets, loads one of the many cameras swinging precariously from his neck and shoulders, and starts clacking away. As you watch the flurry of activity you become aware that the riders must know him because they keep trying to outdo each with cross-ups and other bits of ham.

"Hmmmmm," you think. "That's the stuff. If I had a bunch of cameras instead of my grandma's cardboard wonderbox I could take some peachy-keen flicks and be on my way to fame and fortune. Might even meet Joel Whatshisname."

## GET SERIOUS

You might and you might not. The point is, there is no reason why you shouldn't be able to take good photographs and maybe even sell them to rider or publications. All it takes is good, sound equipment, a few basics of photography, some common sense, and practice.

And enthusiasm. If you don't get excited about photography, forget it. You can have the finest equipment in the world but if you don't get psyched

up, you will never reach the level of accomplishment you wish.

## GOOD EQUIPMENT IS WORTH ITS WEIGHT IN GOLD

Get the best equipment you can afford. When I say "afford", I am asking, "Just how much is photography worth to you, anyway?" If you are content with a box camera, fine. If you can afford to get the best equipment right off the bat, good. But most of us aren't so fortunate. So the next best thing is a good solid camera in one of the lower-priced lines or a used camera of the more expensive brands.

Of the two, I would choose the used model. Why? Because the used top grade model will probably be more versatile and have more features. Quality is quality no matter how much it has been used, as long as it hasn't been abused.

Most good quality used cameras come from people like you who have an interest in photography and traded up to a better model. Or they decided they didn't need that camera after all. Or didn't like photography, after all. Or for a hundred different reasons.

Very few used cameras come from pros for the simple reason that working professionals make up a small portion of the market. Also, it has been my experience that pros tend to trade amongst themselves. What this means to you is that a typical used Nikon, Leica, Alpa, or Contarex has rarely been

pushed to the limits of its design.

## WHICH CAMERA FOR WHAT?

Now you have to decide what camera, what size format. To save a lot of time and explanation, my advice is to get a 35mm single lens reflex (SLR). (And if you get a good used Nikon F you will not only own a legend in its own time but will be looked upon as one-who-knows.) Why a 35mm? Because it's the most versatile, the lightest, and with 36 exposures per roll you won't have to be changing film every five minutes. Why an SLR? Because most race photography is done with a 135mm or longer lens and it's easier to focus, the lenses are cheaper, and there are a hundred other reasons. Try it, you'll like it.

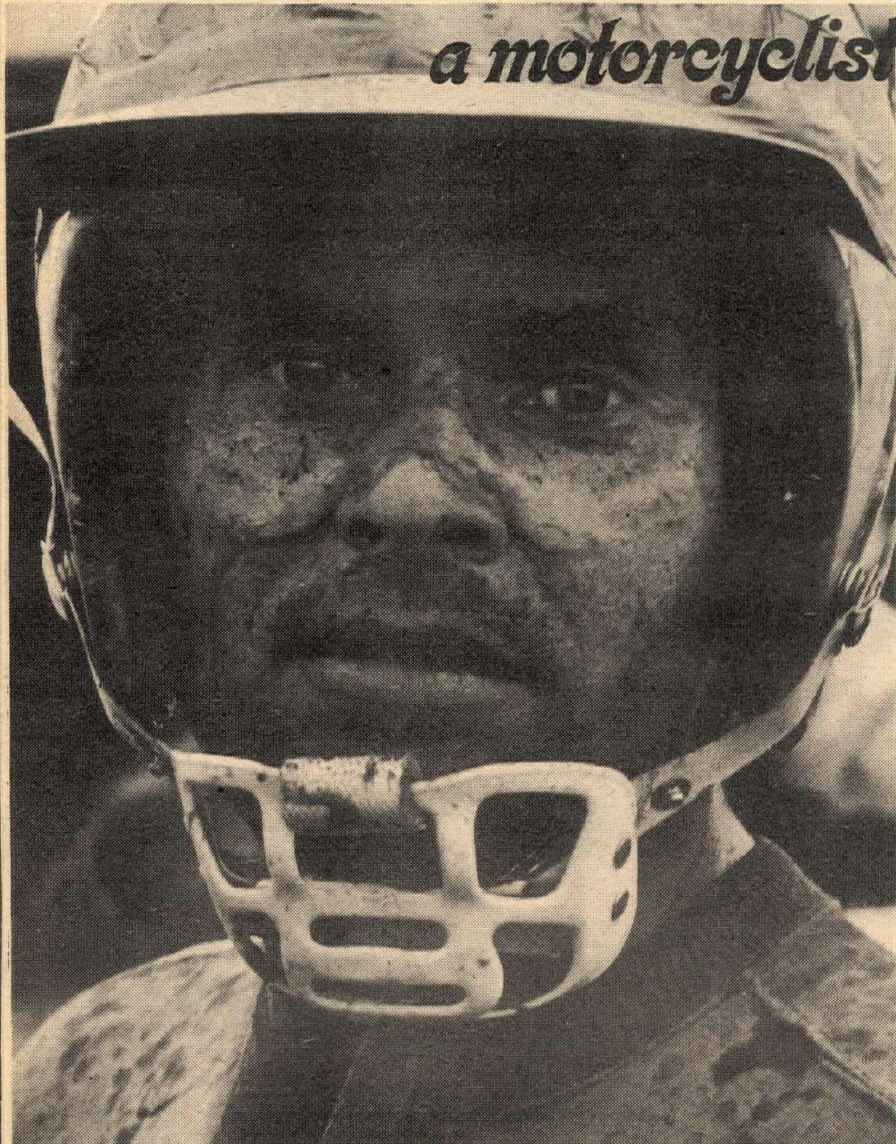
If you must have the larger 2½ film format, great. Their main strength is grainless prints and better shadow detail.

Get a Hasselblad motor drive and a 70mm back with a prism and a 250mm Sonnar and have at it. Or a Bronica without the motor. At the end of the day let me know if it was worth selling the house and mortgaging the children and selling blood to the Red Cross to pay for your double hernia. The main problem with 2½-size cameras is their weight, bulk, and initial cost. Different strokes...

If you are really stoked on getting a 2½, there is an alternative. It's made in East Germany and it's called the Pentacon Six TL. It's shaped like a 35mm, is absurdly low-priced, is just as versatile as many 35's, and has a wide variety of lenses. It's one weak point has been the film advance. It breaks. But this has been improved. So be careful with it. I plan to get one within the next few months. A new one.

Back to 35's. Listen, I realize that not everyone

## a motorcyclist's guide to photographic bliss



Even with a telephoto you should get very close. This is Vlastimil Valek at Tulsa, after the third moto. Tells a story, right?

Officials, poor fellows, are always good subjects for humor.



Knowing the rider personally also helps.

Photography: Richard H. Creed



can afford a Nikon or something of that calibre. A lot of you are probably students or family folks with other things to spend your money on, or you are so far into bikes that you are eating peanut butter sandwiches three times a day trying to save up enough for a Husky and the thought of anything else that would take money is enough to send you into the three-day shakes.

Take heart. There are some 35mm SLR's that are of good quality and great versatility that can be bought for under \$100. They still make Praktica, Practina, and Exakta in East Germany and they are still available in the States at fantastically low prices. The great asset here for the economy-minded is the low initial cost and fabulous amount of economical lenses and other goodies. And if you get a Praktica and later decide you want a Pentax or Yashica, no sweat. The lenses have the universal screw mount. Or if you got an Exakta and wanted to move up, you could get a Beseler Topcon and still keep your lenses.

I have saved the most interesting for last. The Praktica can be had with a behind-the-lens meter for under \$100. And that's with an f/1.8 50mm auto lens, at that.

The Praktina II, different from the Praktica, can be bought with a spring drive film advance for under \$100. No kidding. Two problems: lenses are a bit hard to find for the Praktina and after about six months the spring drive will probably go SPROING. But a new spring drive is under \$30 and by that time you will have made enough picture sequences of crashes to last a lifetime.

If you have any qualms about buying stuff "from

behind the Iron Curtain", I hope you don't throw rocks at guys who ride CZ's.

### PUT SOMETHING ON YOUR CAMERA

Like a telephoto lens. Sorry, but you can only get so close to racers and still stay alive, so you'll need a long lens to put you closer. Problem is, the longer the lens, the harder it is to use. Start off with an 85mm tele if you're going to stand on the edge of the track and a 135 if you're not even that brave. Anything longer than that will be a pain to carry and use.

These moderate telephotos can be obtained at discount houses at remarkable prices. Lenses like Vivitar, Soligar, Bushnell, and so on are of acceptable optical quality and, for the money, can give you a good idea of what you like to shoot with. But they won't give you the service of a more expensive Nikkor, Elmar, or other perfect lens. Decide on the lens the same way you decided on the camera; get the best you can afford.

If you go for the cheaper lens, you have another choice to make: auto diaphragm or pre-set. Don't get the pre-set. No matter what the savings are, it ain't worth it. If you ever hear of someone getting a good action shot with a pre-set lens, dismiss the comment as a nasty rumor.

### GET A WIDE ANGLE

If you decide you want to add another lens to your collection (at which point you can be officially declared "hooked"), you'll probably want a wide-angle. Try to avoid getting a "moderate" widey, like a 35. Even a 28mm lens can be stifling if you're the kind who likes to get in close. Opt for a 21 or

thereabouts and learn to get in closer than you dare. The results are your reward.

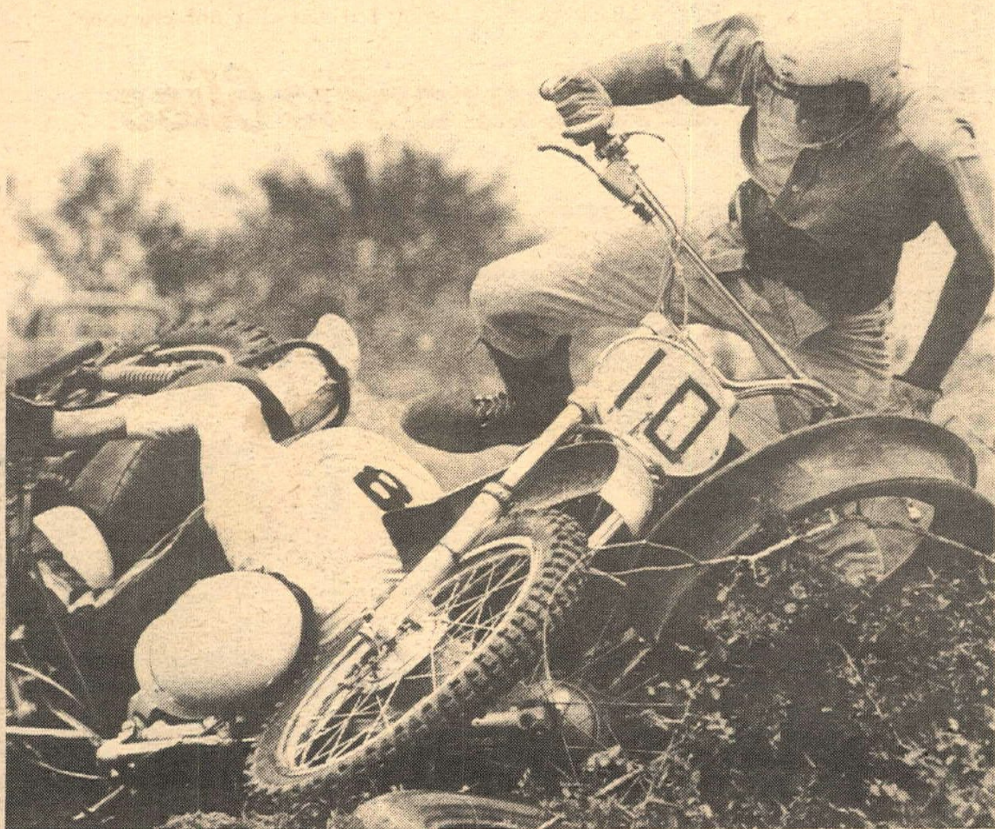
### METERS

Using a camera with lots of knobs and rings means you're going to have to know how to set all those knobs and rings. You'll need a meter. If your camera had one built in, swell. If not, you can get either a cadmium sulphide (CdS) or a selenium cell type. CdS meters are more sensitive to light, need a battery, and can sometimes be untrustworthy. Selenium cells don't need attention until they burn out, which is sometimes never. Best bet is to get a Weston Master V and be done with it. Again, if money is an object — the Weston costs about \$40 new but you can find it for quite a bit less if you look — get a keyfob-size CdS jobber for around ten bucks at most department stores.

### FILTERS

Shooting bikes with an expensive piece of glass is hazardous if you have no protection. Get a 1A filter for each lens you own. A shade is a good idea, too. This will keep mud, dirt, and flying clutch levers from rendering a \$200 lens worthless. Cheap insurance. Colored filters are loads of fun if you have the patience for them. Try a yellow filter and see how you like it. You will have to open up a stop to compensate but the sky will have a slightly darker rendering since the yellow plays tricks with blue on black-and-white panchromatic film. A red filter will turn some skies black and made clouds stand out. A green filter turns bushes a ghostly tone. Then try all your new filters on color film. Far out.

### NEXT WEEK: TECHNIQUES



Being in the right place at the right time helps.



A huge crescent wrench plus a fouled plug equalled a look of disgust.



This is Richard Creed. He is going to show you how.



Get close with a wideangle. This was taken with a 20mm Nikkon. Scary.



## (Space-age knowledge to assist the desert competition rider)



By Mike Capabite  
Illustration By Wes Whitman

In a special interview with a top space technology expert, it was learned last week that a major breakthrough has been made in the field of missile inertial guidance systems whereby a simplified guidance system has been perfected for motorcycles.

The initial purpose of this inertial guidance system on motorcycles is designed for use by the Hare and Hound rider who must traverse vast areas of desert wasteland devoid of all recognizable landmarks, making it a simple matter to become hopelessly lost.

By installing this simplified inertial guidance system on his machine, the competition rider reduces his chances of getting off course or getting lost to a nil factor. Although the first units to be produced will be primarily for the off-the-road enthusiast, it is envisioned that in the near future the touring rider will also derive the benefits of this unit by setting his cross-country course beforehand and the guidance system will make it impossible for him to take that wrong turn that puts him hundreds of miles out of his

way.

As the technologist put it, "The system is so simple, it is amazing that someone hasn't thought of it before." By being the first in the field, they hope to garner the lion's share of the market which they estimate will be on the West Coast due to the vast desert riding areas still available there.

For the novice who is not familiar with this type of system, it can be explained in a simplified manner: Basically, the motorcycle knows where it is at all times. It knows this because it knows where it isn't. By subtracting where it is from where it isn't (or where it isn't from where it is, depending on which is greater) it obtains a difference of deviation.

The inertial guidance system uses deviations to generate corrective commands to drive the motorcycle from a position where it is to a position where it isn't. The motorcycle arrives at the position where it wasn't; consequently, the position where it was is now the position where it isn't. In the event that the position where it is now is not the same as the position where it originally wasn't, the system has

acquired a variation (variations are caused by external factors and the discussion of these factors is not considered to be within the scope of this report), the variation being the difference between where the motorcycle is and where the motorcycle wasn't.

If the variation is considered to be a significant factor, it, too, may be corrected by the inertial guidance system. However, the motorcycle must know where it was, also.

The "thought process" of the motorcycle is as follows: Because a variation has modified some of the information which the motorcycle had obtained, it is not sure where it is. However, it is sure where it isn't and it knows where it was. It now subtracts where it should be from where it wasn't (or vice versa) and differentiating this from the algebraic difference between where it should be and where it was, it is able to obtain the difference between its deviation and its variation, this difference being called err.

This company also produces an extremely accurate command-guidance system, but this type of guidance does not lend itself to simplification of theory.

# win

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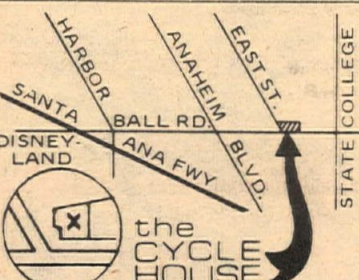
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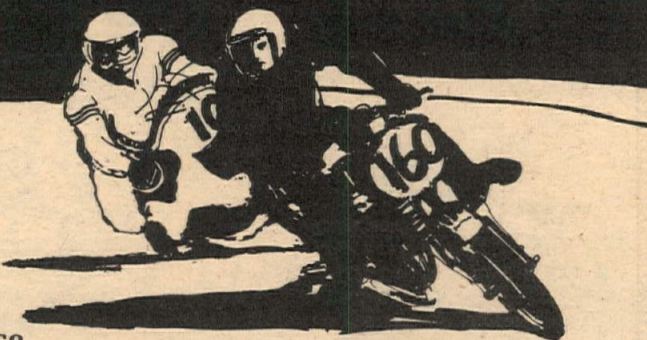
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# BARON BAGS BRASS AT EL TORO

By Lowell Stolze  
EL TORO, CAL., March 31, 1972 — The bike field was down at El Toro Speedway because of the Easter Holidays, but the competition wasn't, and Costa Mesa's Bruce Baron emerged as the top winner in USMRC motocross action.

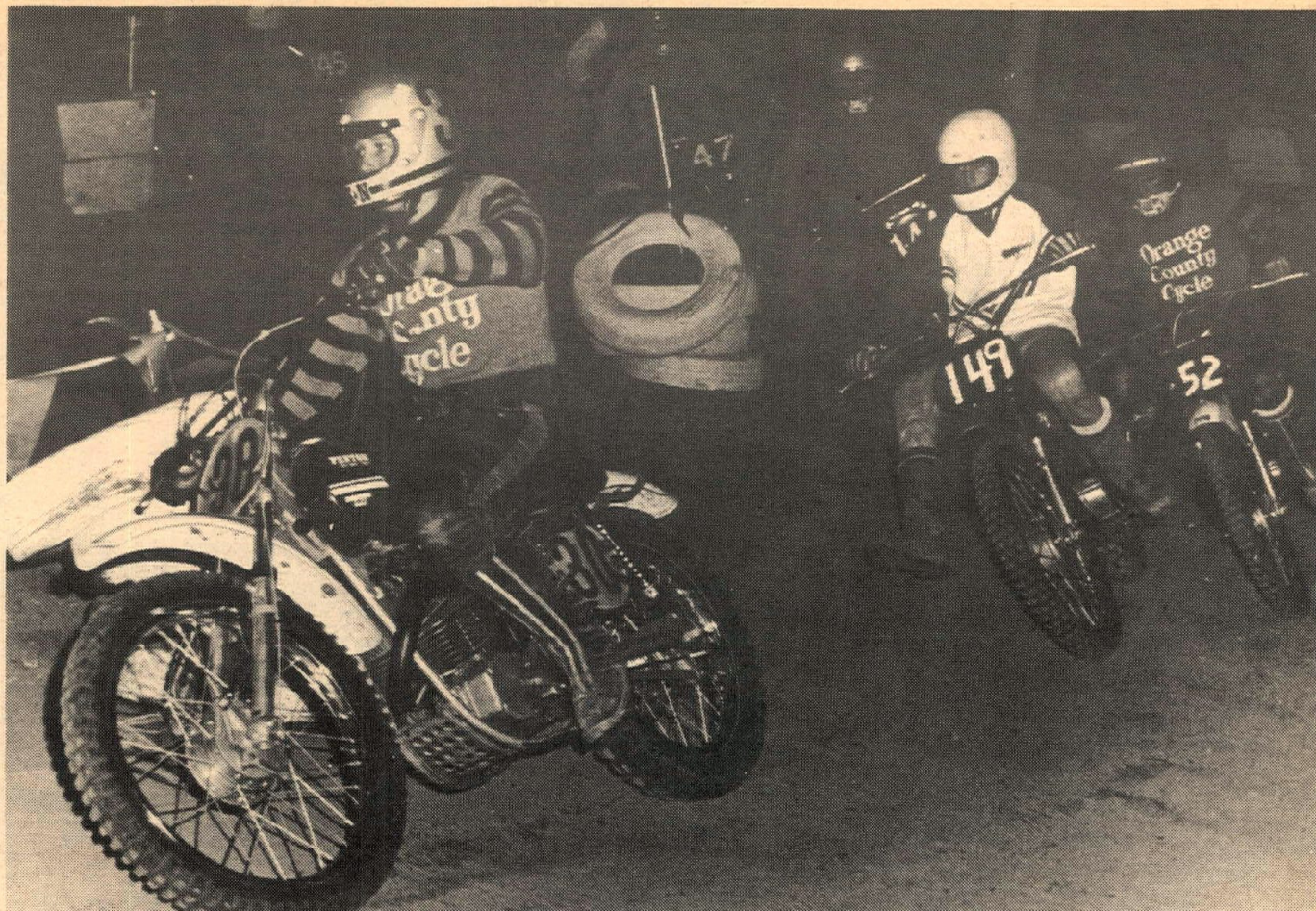
Baron, riding the only 125 Husky in competition in California at the present time, let Davey Carlson (Yam) of Anaheim get the jump in the first two 125 Intermediate/Expert moto's but came on to handily win both. Carlson, while leading the first race, hit two tire course markers and dumped just past the start/finish line and Baron sailed by to post a 30-yard victory while Carlson limped home fifth. Baron toyed with the field in the second and won by 50 yards, but the finale was a great Baron-Carlson duel. Davey made a beautiful outside pass at the line and hung on to edge Baron by a length.

Baron was just as tough on his Maico in the 250 class and after a third in the opening heat, captured the final two; the second over Mike Causey (Yam) of Buena Park and the third from Greg Smith (Mai) of Santa Ana. Smith got a good jump in moto one, but Mark Tyer (Yam) of Garden Grove took over later on the initial round and held a close margin over Smith and Baron the rest of the way to win it. Hard riding Richard Duncan (Mai) of Santa Ana lost his brakes in moto one and careened into the tires at the pit gate entrance and later discovered that the bike frame was cracked in a couple of places.

Causey made a game of try to catch Baron in moto number two, but he fell short by five feet. In the last heat Bruce made an exciting pass in mid-air over the jump to take the lead from Tyer on lap two and to go on to a 25-yard win.

The Schoolboy class again went to smooth Gene Woods (Hon). Brad Dutoit (Yam) of El Toro won the first race over Jeff Wilson (Hon) and Woods, but Gene put it together in the next two to post easy 200-yard wins. Dutoit's bike wouldn't start for the final race and it put him out of the picture.

Dutoit had better luck in the 100



Scott Miller leads Don Smith (149) and Dennis Causey (52) in the 125 Intermediate race. (Photo by Nick Musuraca.)

Junior class and swept all three moto's by comfortable margins over Jack P. Glenn (Yam) of Anaheim. With the win, Brad now moves into Intermediate competition.

Bill Zuehl (Yam) of Santa Ana won all three heats of the 125 Junior (Division One) category over Gary Blandin (DKW) and although he clipped a banner rod, fell while leading, and lost two spots, Joe Turnbaugh (Bul) totaled enough points to garner third overall.

Division Two of the 125's saw

another sweep: This by Richard Clark (Yam) of Pico Rivera.

Mike Winters (CZ) of Garden Grove and John Petty (Mai) of Santa Ana tied for honors in Division One of the 250 Junior class as each had a first, second, and third. Winters grabbed the first, Petty the second, and Gary Garcia (Mai) of Cypress took the final. Don Stenerson (CZ) of San Clemente rode well and equaled his performance of a week ago by winning Division Two of the 250 Junior class. Don won the first

two by 25 yards, faded to a fourth in the last heat, but easily outdistanced Orange's Lowell Easley (Yam) pointwise. Mike Gillman (AJS) of Santa Ana won the last moto and annexed an overall third.

Entries were sparse in the 500 Junior's and Kenny Duncan (CZ) of Santa Ana demolished all competition as he rode to 300-yard wins in all three moto's.

(Results on page 56)

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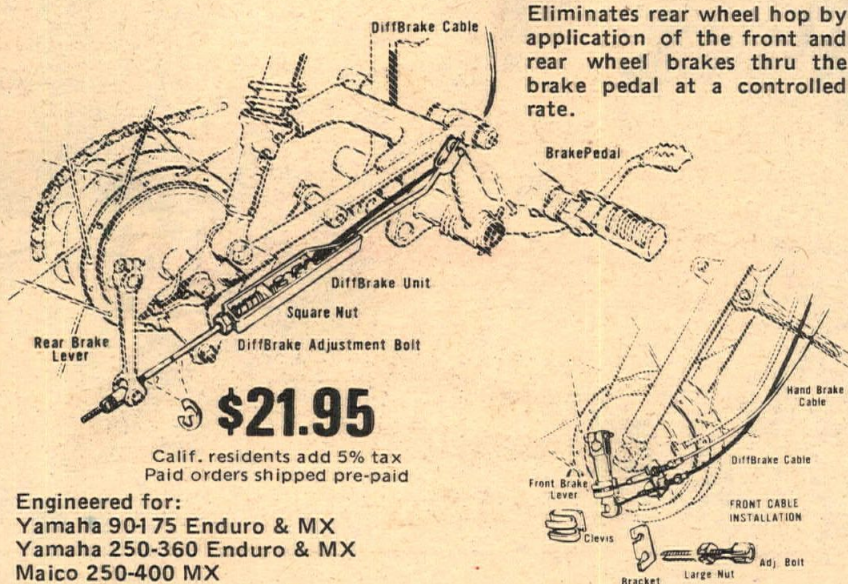
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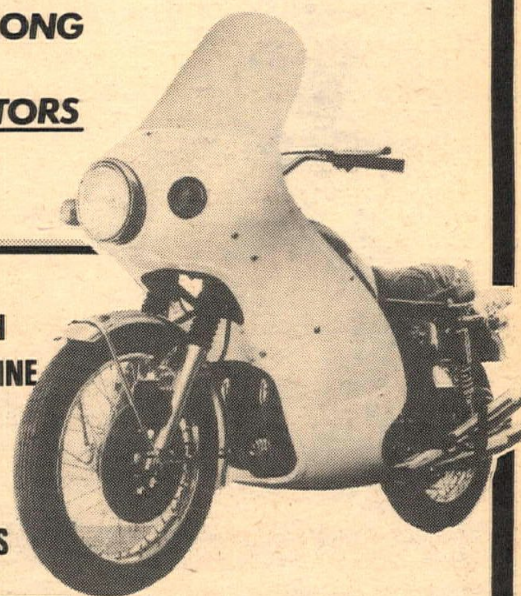
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Doug Sherman shows his stuff.

## CMC Easter Show Sees Resurrection of Mark Dobbs

By Buzz Baty

IRVINE, CAL., April 2, 1972 — Friar Franks completed his sign-up portion of the Sunday CMC Motocross this morning, gave the all-done nod to Pope Peters, (Stu), who with a silent blessing pulled the trigger on the starting gate, and Easter, motocross style, was underway.

This pleasant Sunday provided a very welcome sight, Mark Dobbs, back after

a long layoff caused by an accident late last year, that cost him 30% of his liver. Welcome back, Mark! You looked really great, getting that third overall with the 125 Experts.

On the subject of the 125 Experts, Ken Zahrt kept his hot hands going by winning all three of his motos. Third Friday night at Lions in the 125 Expert, first 125 Expert and first 250 Expert at Corona Saturday, and then today's win

has provided the young man with something like \$235.

Mike Cram and Dave Smith dueled all day long, each on a brand new radial-finned Maico. However, it was Greg Smith on an older Maico who won with Dave second and Mike third.

Gaylon Mosier got his share of the CMC Easter goodies, winning the 250 Expert event on his Maico over Jon Derhammer's CZ and Greg Smith's

Maico.

Just three weeks ago Rick Ruckman won the Anniversary Series and was moved from Junior to Intermediate. Since then, he has six wins in a row, I would guess that after next week's Carlsbad Races Mr. Ruckman will be riding with the Bowers-Rodgers-Zahrt-Bevans-McDougal-Baron-Rapp brigade.

(Results on page 56)



Mark Dobbs is back in the saddle again after an accident at El Toro late last year.



250 Junior George Clark (260) leads his pals through Saddleback's dirt.



# CRC HOSTS MOTOCROSS

By Jerry McNeil

ELSINORE, CAL., March 26, 1972 — The California Racing Club had a good turnout today for their motocross at Elsinore Raceway. CRC uses the normal engine classifications but further breaks it down to age groups for under 16 and over 35 years old. Only Beginners and Novices can race. They award trophies to 40% of the starters.

Today's racing got underway with the minibikers. Twelve-year-old Doug Schingneck on a Yamaha won all three motos. Scott Schweiger, also Yamaha-mounted, was second with Bob Dennis bringing up third place.

The Open Beginner class saw BSA-mounted Bill Repp and Eddie Evans on a Husky fight it out with Bill taking the win.

The Open Novice class was won by Mike Wilson on a Husky with Maico-mounted Jim McDonald in second.

The 250 Beginners had to be broken up into two divisions. Steve Lovern on a Husky won the First Division with Morgan Hine on a Yamaha in second place.

In the Second Division it was Marty Gresham over Maico-mounted Mike Patchem. Bruce Gantenbein on a Buddha Bultaco finished third.

The 100 Beginner's Under-16 was split into two classes, both of which

were won by Jack Morgan-tuned Hodakas. Brothers Lee and Russ Eide took first in both divisions. Robby Cosner (Hod) was second in Division I with a very fast Patrick Hubbs on a DKW second in Division 2.

Hodaka-mounted Chuck Loyd won all three motos in the 100 Novice class. All the motos were run off smoothly with very little delay. CRC announced the trophies for today's race will be available at Deadman's Point April 9.

Give this new club a try. They do a very good job. They also have a race planned for Running Springs April 16 and a European Scrambles near Adelanto April 23.

(Results on page 56)

## COMPU MOVES

Fast-growing Compu Industries, Inc., manufacturer of car and motorcycle care products, moves on March 27 to new quarters in the Northeast San Fernando Valley, Cal.

Production facilities, marketing and corporate offices have been consolidated in a single 18,000 square foot building at 11699 Sheldon St., Sun Valley. Compu Industries, Inc. was formerly based in Glendale, with production operations in Reseda, Encino and Canoga Park.

# CYCLE WORLD

# 9th ANNUAL

# INTERNATIONAL MOTORCYCLE SHOW

Here is your guide to all the booths (pronounced "booze"? ) at the boffo Cycle World show. Use it, but don't abuse it.

## APRIL 13, 14, 15, 16, 1972

SOUTH MAIN ENTRANCE— NORTON  
VILLERS' NORTH ENTRANCE — HONDA,  
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4-6 Cycle World  
7-9 Montessa  
10-11 CYCLE NEWS  
12-14 Bultaco  
15 Microplate  
16 A M X T  
17 Ed's Choppers  
18-19 Gina  
20-23 BSA Triumph  
24-25 Full Bore  
26-27 Pabact  
28-29 Triumph of Burbank  
30 Pie Enterprises  
31-32 Kawasaki

35 Thought Factory  
37-40 Southern Calif. Harley-Davidson  
41-43 Butler & Smith  
44 Hermosa Custom Shop  
55-59 Side Hack Assn.  
61-63 C W Posters  
64 Ancra  
65 Charger Consultants  
66-67 Trail Mate  
68 MCW  
69 Tharnco  
70-81 Italian Trade Commission  
82 M O R E  
83-85 Journeyman Trailers  
86 American Trailers  
87-93 U.S. Suzuki  
95-98 Yamaha  
100-101 Yankee

## ITALY ENTERS CW SHOW

The Italian government's "World of Italian Motorcycles and Bicycles" will be among the international exhibits at the Cycle World Show April 13-16 at the Sports Arena, Los Angeles.

The show is perhaps the nation's largest collection of racing cars, dragsters, motorcycles, hot rods, customs, model cars, bicycles, boats, vans, antique and vintage cars and cycles and other exotic machinery.

The Italian display traces the history of the motorcycle in that cycle-minded nation.

Yamaha will be another foreign representative with a big display, including the bike Don Emde rode to victory recently in the Daytona 200.

There will be more than 100 motorcycles at the show and a like number of four-wheeled vehicles.

## INDOOR DIRT RACING HIGHLIGHTS SAN FRANCISCO SHOW

The sixth annual San Francisco motorcycle show, claimed to be the biggest all-motorcycle public show in the United States, will feature varieties of indoor dirt racing as added attractions when it opens at the Cow Palace, Wednesday, April 5, for a five day run.

Using concourses and additional halls for exhibition space, the producers of the show, entitled Cycle '72, will fill the main arena with dirt and host two evenings of Speedway match races on Wednesday and Thursday, two days of amateur short track exhibition races on Friday and Saturday, five days of Trials competition which will alternate with all of the above activities in the infield area, and a big AMA professional race will be staged on closing day, Sunday, April 9.

## DIG ANTIQUES?

By George Hays

If you dig old bikes, make it to the Fifth Annual CAMA Rally. The Classic and Antique Motorcycle Association, an organization of rare-bike buffs dedicated to the preservation, restoration, and operation of vintage motorcycles, gathers annually at Visalia, California, they put their old bikes on display, and even fire them up and ride them around to show they not only look like new, but they run like new.

This year's Rally will be held April 22 and 23. Between 100 and 200 beautifully restored motorcycles from out of the past will be lined up for your inspection in a roped-off area of the Visalia Fair, a large downtown shopping center.

Bike judging begins Saturday morning. The winners will be awarded their trophies at a banquet Saturday night.

On Sunday those with road-worthy machines may enter a poker run through the scenic foothills of the Sierras.

All interested persons are welcome to attend. For more information write CAMA Secretary Frank Conley, 808 S. Church St., Visalia, Calif.

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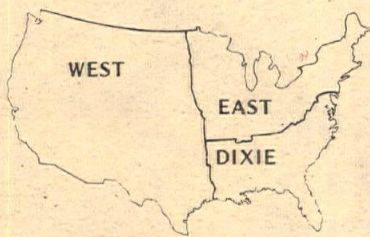
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# Kawasaki \$275,000 Contingency Program

## 1972 A.M.A. National Championships

### Road Races

|                            |           |
|----------------------------|-----------|
| Daytona, Florida           | March 12  |
| Ontario, California        | October 1 |
| Winner Expert Main         | \$15,000  |
| Winner Junior Main         | \$ 2,000  |
| Winner Expert/Junior 250cc | \$ 5,000  |
| Atlanta, Georgia           | April 16  |
| Loudon, New Hampshire      | June 11   |
| Indianapolis, Indiana      | June 18   |
| Monterey, California       | July 23   |
| Talladega, Alabama         | Sept. 3   |
| Winner Expert Main         | \$10,000  |
| Winner Junior Main         | \$ 2,000  |
| Winner Expert/Junior 250cc | \$ 5,000  |

### Short Track Nationals

|                         |          |
|-------------------------|----------|
| Houston, Texas          | Jan. 29  |
| Santa Fe Park, Illinois | Aug. 11  |
| Winner of Each Event    | \$ 3,000 |

### T.T. Nationals

|                         |          |
|-------------------------|----------|
| Houston, Texas          | Jan. 28  |
| Gardena, California     | May 6    |
| Castle Rock, Washington | July 15  |
| Peoria, Illinois        | Aug. 13  |
| Winner of Each Event    | \$ 3,000 |

### Half Mile Nationals

|                          |          |
|--------------------------|----------|
| Los Alamitos, California | May 27   |
| Louisville, Kentucky     | June 3   |
| Columbus, Ohio           | June 25  |
| San Jose, California     | July 2   |
| Salem, Oregon            | July 9   |
| Woodbury, New York       | July 29  |
| Gardena, California      | Sept. 23 |
| Winner of Each Event     | \$ 3,000 |

### Mile Nationals

|                             |          |
|-----------------------------|----------|
| Colorado Springs, Colorado  | April 30 |
| San Jose, California        | May 21   |
| Homewood, Illinois          | Aug. 5   |
| Indianapolis, Indiana       | Aug. 26  |
| Arlington Heights, Illinois | Sept. 9  |
| Nazareth, Pennsylvania      | Sept. 17 |
| Winner of Each Event        | \$ 3,000 |

## A.M.A. Professional Moto Cross

Summer International Cup Series — 250cc

|                         |          |
|-------------------------|----------|
| Boise, Idaho            | June 25  |
| Olympia, Washington     | July 2   |
| Los Angeles, California | July 8   |
| New Berlin, New York    | July 16  |
| Elkhorn, Wisconsin      | July 23  |
| Lexington, Ohio         | July 30  |
| Winner of Each Event    | \$ 2,000 |

Fall Trans-A.M.A. Series — 500cc

|                                    |          |
|------------------------------------|----------|
| Eleven Events                      |          |
| (Dates and places to be announced) |          |
| Winner of Each Event               | \$ 3,000 |

## Winners' Circle Money

In all above A.M.A. National Events, if a Kawasaki rider does not win, Kawasaki will pay \$500.00 to the highest placing Kawasaki rider finishing either second or third.

## A.M.A. Grand National Enduro Champion

Winner receives a new 1973 Kawasaki 350cc F9 plus a trip for two to Daytona, 1973.

## A.M.A. Amateur Class National Championship Winners—"A" Riders

Winner in each of the following classes will receive a 1973 Kawasaki production motorcycle of the same displacement class.

|                                         |  |
|-----------------------------------------|--|
| 1/2 Mile                                |  |
| 100cc 125cc 175cc 250cc                 |  |
| Short Track                             |  |
| 100cc 125cc 175cc 250cc                 |  |
| Scrambles                               |  |
| 100cc 125cc 175cc 250cc 350cc           |  |
| Hare Scrambles                          |  |
| 100cc 125cc 175cc 250cc 350cc           |  |
| Moto Cross                              |  |
| 100cc 125cc 175cc 250cc 350cc           |  |
| Road Race                               |  |
| 100cc 125cc 175cc 250cc 350/500cc 750cc |  |

## Bonneville Speed Week

Rider in any of the following classes who establishes and retains a new world record for 1972 will receive a new Kawasaki of the same or closest displacement class.

|            |            |                       |
|------------|------------|-----------------------|
| C-C-350    | C-C-500    | C-C-750 (Stock Bikes) |
| APS-A-350  | APS-A-500  | APS-A-750             |
| APS-A-1000 | APS-A-3000 |                       |

## New World Speed Record

For establishing a new world speed record for two wheeled motorcycles certified by A.M.A. and holding this record either for 60 days or on December 31, 1972 — \$35,000.

## Other Events

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Kawasaki's Contingency Program is designed to encourage and reward the Kawasaki rider. Therefore the following rules must be adhered to in order to claim an award.

1. All winners must have ridden the race or set the record involved on a Kawasaki motorcycle, plainly marked as such in large letters. (The use of Kawasaki competition green for the motorcycle color is urged but not mandatory.)
2. Where the award is based on winning a National Championship or series, the winner must have ridden a Kawasaki motorcycle in all events entered in that class or series.
3. All winners must submit their claim in writing to Kawasaki Motor Corp. with:
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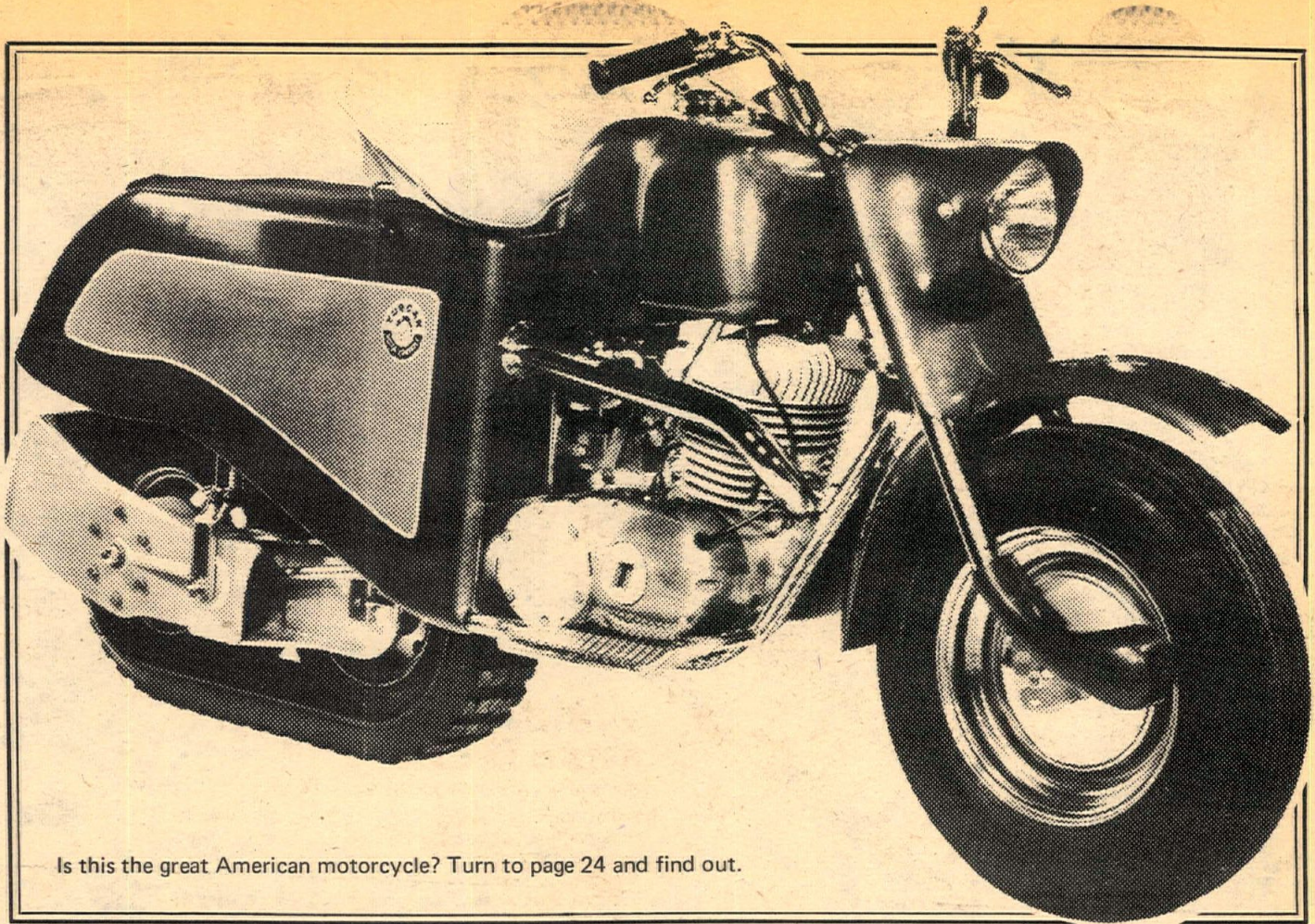
Most of the nation's top motorcycle riders will be present to help climax the opening week of activity at J.C. Agajanian's "new" Ascot Park in Gardena, 18300 S. Vermont, Friday, April 7.

Already classed as one of the best competitive surfaces in the world, Ascot will offer an even more lively surface for the big boys on the AMA half-mile bikes. As part of a \$100,000 improvement program, Agajanian has hauled in 25,000 tons of dirt and decomposed granite for the track.

"I returned to active participation and promotion of motorcycle racing, because I had a chance to be an owner and do some things Ascot has needed for year," Agajanian declared, referring to new crash walls, remodeled rest rooms, new concessions, and paved parking.

Agajanian said he had been notified by AMA officials that Gene Romero, Jim Rice, Dave Aldana, Don Castro, Mert Lawwill, Mark Brelsford, Tom Rockwood, Cal Rayborn, Jimmy Odom, Keith Mashburn, Jody Nicholas, and Terry Dorsch would all participate.

Along with Don Emde, the recent Daytona winner, John Hateley represents the new breed who will be part of the open competition show.



Is this the great American motorcycle? Turn to page 24 and find out.

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## The Rickman Brothers present their hand-made, ready-made bike.

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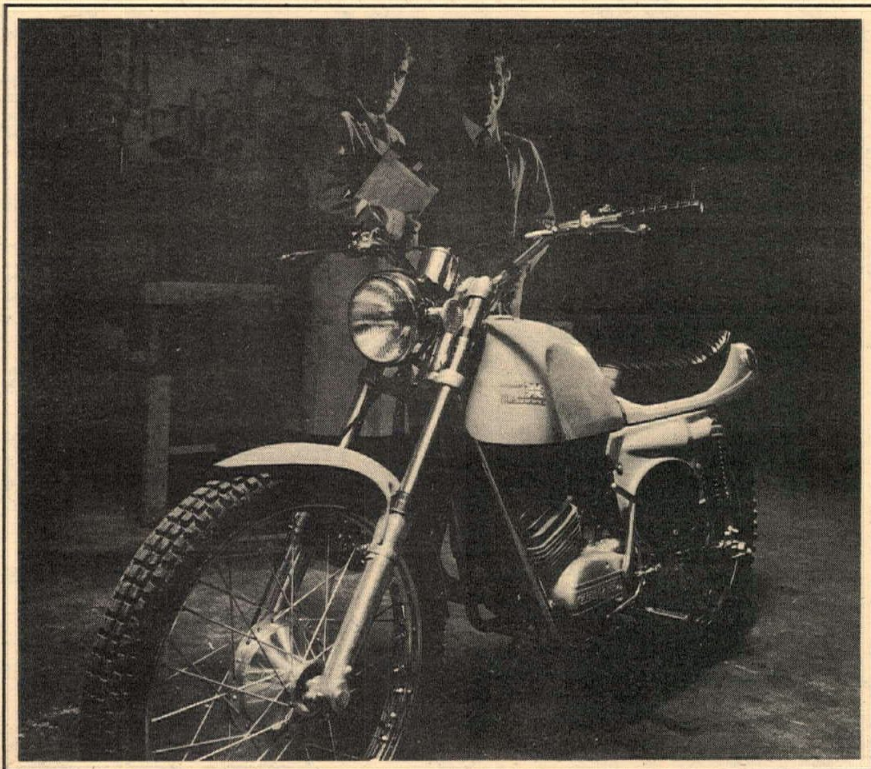
Don and Derek Rickman have a new concept in motorcycle making. They produce a limited quantity of 125 Enduro bikes each year for America. And they're hand-made, to the specifications of two champion British Motocross racers—Don and Derek Rickman. These are machines made with the personal care that you could only find in a completely hand-made bike costing much more. And you might not even be getting as much.

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The engine is a Zundapp 125, known all over the world as the 125cc engine that thinks it's a 250cc. Combine this power with a lightweight frame, and you've got a winning combination.

Another great thing about the Enduro is that it's now "street legal" with specially baffled mufflers that cut down on noise. Most manufacturers take a road bike and adapt it to the trail—the Rickman Brothers do just the reverse.



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# Christianity and the Larry McClellan Enduro (it's not too late to enter)

By Ron Schneiders

**SOGGY DRY LAKE, CAL., April 2, 1972** — About 300 riders gave up the traditional Christian church services this Easter in favor of doing something that might have been a more meaningful Christian action. They rode an enduro. Now, under ordinary circumstances even I would have a difficult time arguing that riding in an enduro on Easter is spiritually better than being in church, but this was not an ordinary enduro. It was run as a benefit for Larry McClellan, a member of the Sidehack Association who was very seriously injured a few months back. Larry requires a great deal of physical therapy in order to bring his body back to full operation and this enduro was designed to raise the money for it.

The enduro was sponsored by the Stumpjumpers and The Sidehack Association, neither of which had ever put on an enduro before. Since this fact alone is enough to chill the blood of any experienced enduro rider to the temperature of a properly prepared Martini, it was decided that the enduro was to appeal primarily to the more inexperienced family riders. Also there are more of those types, which meant more money would be raised. A full promotional effort was launched, (except for advertising).

A Yamaha was offered as the first prize and all kinds of additional merchandise was secured. The rules of the enduro were rearranged a bit so the winner could be a novice as well as an expert and the course was made easy. Unfortunately everyone underestimated the drawing power of the Easter bunny and the clergy. Instead of the 1,000 entrants hoped for, there were just a few more than 300. I guess the old Bronx jeer, "See ya in church!" takes on real meaning on Easter.

To make sure that everyone had an equal chance to win the Yamaha, the Stumpjumpers had an erratic novice (me) run the course beforehand and used his time as the basic schedule for the course. To further confuse things they didn't tell anyone how fast I was going so all any expert had to do was guess how fast a spastic novice could ride a particular section, add 25% to that figure and ride accordingly. A few experts even managed to cope with that, swinging with the sort of Brubeck-like rhythm that determines my riding style (you know, 11/4 time with an extra rest every fifth measure and an extra fifth for good measure). But they didn't reckon on extra downbeat by the Stumpjumpers. When I rode the course, my guide fouled a few plugs on one section and we had to wait for him. Total time lost was about 15 minutes. This time was originally going to be subtracted from the time for the section but apparently they decided not to (forgot?). Anyway that was the masterstroke that was needed to make sure the winner really is determined by luck. No one could have figured out that maneuver.

Everyone seemed to like the course. The first loop started with some pretty easy cross-country trail and one hill that gave a few riders some problems but was duck soup for most. The trail meandered over to a fire road that was pretty rocky, but no problem unless



One tends to think they might have seized it.

you tried to make up time, but, the riders only stayed on the fireroad for about three miles before getting off into the most interesting section of the first loop which was a rocky uphill with a bend in the middle, followed by neat twisty sandwash, decorated in exquisite taste with a master collection of infinity varied and definitely inorganic rock.

From there, it was a straight shot across the desert back to the pits at a leisurely 28 mph for the "B" riders. The "A" riders probably had to hustle a bit, to make a 35 mph schedule.

After a brief lunch, the riders had an opportunity to check out their sand technique. There was virtually no rock on the second loop but a goodly number of whoop-de-dooes were included to make sure that no one loafed. High point for many riders, though, were the sand dunes which were, fortunately, mostly down. Riding down a sand dune is a real blast if you go at a reasonable rate of speed but many of the beginners blew it by going down too slow and dragging their feet. Do it that way and it's just wobbly work.

Fine weather accompanied the enduro, but it didn't start that way. Saturday the wind blew and by Saturday night a small gale was in the making. Tents blew down and campfires threatened everything in the vicinity. But the worst problem was that the wind blew down many of the course arrows and covered the lime with dust. Much of the marking had to be redone Sunday morning. It was accomplished but the results were not perfect. Quite a few riders especially the beginners, got lost and wandered around for a bit.

One of the wonders of this sport is that there are so few fatalities. Most of the beginners were out there without water, matches, tools or the faintest idea of where they were. One girl returned to the third check three times saying she couldn't find the trail, in spite of the fact that you could see the riders some four miles away and could almost see the pits! I was out on the course taking pictures and I saw something moving a couple hundred yards off the course. I decided to investigate and found a rider who had taken off his shirt, jacket and helmet

and trying to walk somewhere with his gear, hobo-fashion, over his shoulder. He had no water, of course, and no idea where he was. He had broken the chain on his bike and had no parts to fix it, naturally. I gave him a ride to the next check out of sympathy. Not for him. For the club members who would be out looking for him in the middle of the night while he made his way unerringly to the middle of Death Valley.

Many beginners did ride the course successfully and those who did had a wonderful time. You could always tell the first-time riders. They came in caked with dust, with their bars bent and levers broken and a mile-wide grin, an hour and 22 minutes late. Mike Capalite, who writes wrenching articles, did the first loop with his lady on the back of the bike and a 9-year-old on a Yamaha Mini-enduro trailing behind. Mike said he wouldn't help the boy pick up the bike when he dropped it or help him push up the hills or anything. Get him started right. The boy made it, but he was pretty beat.

The Stumpjumpers wanted to compute the results on the spot with the help of the riders, but they changed their minds when they found many of the riders didn't even understand the rules, let alone know how to figure their score. So the winner of the Yamaha will be announced in a few days and a Trophy presentation will be arranged, except that it will be merchandise instead of trophies that will be awarded.

I offered a trophy to any super-shoe who could double my average speed around the course and I understand there were at least two riders who took a shot at it. Bravo! They were Ed Farrel and Tom Deiter. I don't know if either of them made it, or if there were any others, but it's nice to see someone take a difficult challenge.

All in all, the day was very successful except that not enough money was raised, so we hereby make another offer. Any of you who missed the event because you had to go to church, may still enter. That's right. You can still get in. Just send your entry nad your five bucks and we guarantee you'll be a finisher. Or at least that you'll get a finishing pin. Since you're starting late, you probably won't have much of a chance to win the bike, but what the hell.

Results in a week or two.



Whenever you blow it and have to push uphill, you can be sure there'll be a crowd watching even if you are 20 miles from anywhere.





Warren Burrell dives off a sand dune, heading for the check. He was halfway to the bottom before he hit.



A steep downhill is good for the soul.



Ten-year-old Bobby Garrough gets a bit of help from father George. The chain came off his mini-enduro.





By Charles Clayton

Riding beside the Wheelers, Frank and Nancy, on the bench seat of their Ranchero, with the motorcycle like a burnished dream in back, I loaded my camera with film. This was a historic day, February 26, 1972. The legendary "Wheelie" Wheeler, large as life through a long lens at 6 feet 5 inches and 220 lbs. was telling me his new design motorcycle, which we would be riding for the first time this day, can be manufactured in the U.S.A. to retail for \$995.

Skeptical, I was. Not only about the target price, but the whole deal. Better brains than I had assured me and themselves that to design and manufacture an all-new motorcycle in the United States, in this day and age was, if not impossible, then at least impractical. Besides, how could a lone enthusiast, however well-educated and rich, hope to one-up the acres of engineers employed by the big foreign companies? I had been warned to beware of romantics, into which category Wheeler no doubt descends, and not expect miracles. Such is the browning of America.

Confidently, Wheelie unloaded the as yet unnamed machine that he says came to his mind full-blown in the night two years ago. "I had a dream," he says. "Or a nightmare." And now that dream reflects the desert sun, with barely 20 minutes test running on one of two engine units built to be tested to destruction and then torn down, inspected, improved and again tested until something else breaks, and again... The old empirical method.

Photographer Eric Rickman of Motorcyclist magazine met us at the desert site, returning two Taiwan-built Wildcat motorcycles which Wheeler designed. The magazine had tested a "Hodaka-Metisse" model and a 100cc "mini trail"-type which we play-rode while Wheelie limbered up his 175cc American job. "My motorcycles are always hard to start," cracked Wheeler, lighting the new engine with a single stroke of the kickstarter. Ice-cold, the green and silver motorcycle idled steadily, "prat, prat, prat" through its silencer while Wheelie explained the benefits of its mild tuning to Eric and me. "Let me ride it," I impatiently asked.

The inventor turned over the controls to the skeptical reporter, proud as a new father passing out cigars. Still too cold to take throttle, the engine instantly died. My cautious prod at the starter (it was stiff) bore out the designer's claim of only 8:1 compression. "Give it some throttle," Wheeler suggested. I did, and on the second kick the motor leaped to life. I rode in cautious trials circles at first, aware of a new feel in motorcycles. This bike is big, scaled for Wheeler's own outsize frame. The bars are wide and high, the seat soft and deep and the pegs are at their long-

est-legged adjustment. Something else is strange and it takes a while to realize that absence of vibration gives this sensation.

Gathering confidence from the firm, predictable low-speed handling, I twist the throttle and burn some satisfying figure-eights. Lateral balance is dead center, with a weight bias only slightly in favor of the rear wheel. On jumping, the bike lands flat unless I place my weight purposely aft. So far, very good.

I try some second-gear, downhill jumps, weight forward to land front wheel first. This is a good test of forks, damping, geometry and rider confidence. Wheeler's motorcycle passes with the highest score I've ever given in some 15 years of test riding hundreds of different bikes, including a few with Earles forks.

By now my skepticism was fading fast. I essayed slow, second and 3rd gear (overgeared) climbs of increasingly steeper hills and found the torque and handling nearly identical to a new Ossa Pioneer, the current standard in this department.

Trying to keep up with a playful jack rabbit, I banged the 175 over a virtual trials course of rocks, gullies, ditches and tight, tight turns at near motocross speeds, stomping the gearshift as if it were a venomous snake. The bunny won, naturally, but it showed up what I consider the one flaw in the package. The gearbox was stiff, as might be expected, and third cog was hard to engage in a hurry. A similar flaw plagued the early Pentons and Huskies.

Uphill, downhill, tight trails, fast fire roads, sand washes and rocks-- the full repertoire of the available terrain, were comfortably mastered, more by the bike than its rider. About the time the tank ran dry, I was ready to place the first order, at \$995 or whatever the selling price might turn out to be.

After refueling, Wheeler broke the hastily fabricated shift pedal (fortunately he did, not me) and this ended riding the new American motorcycle for the day.

We returned to the Wheeler's modest track house in Lancaster, Calif. where, over Nancy's addicting home-made cookies and punch (they don't smoke or drink alcoholic beverages), Wheelie explained the problem. "I'm convinced I should stay in the manufacturing end," said he, "and so I need a marketer to handle distribution and managing."

Wheeler claims he has ample manufacturing facilities lined up in California to build 2,000 machines this first year of production. I was able to recommend two distributors which were interested and had the requisite 1/2-million dollars capital to place initial orders.

Some skepticism remained, however. How did I know that the machine which so impressed me wasn't, say, Yamaha DT-1 on the inside and Wheeler sand

castings where it showed? Was it true you could take out the crank in ten minutes, using only one Allen wrench? Wheelie obligingly set about dispelling these doubts.

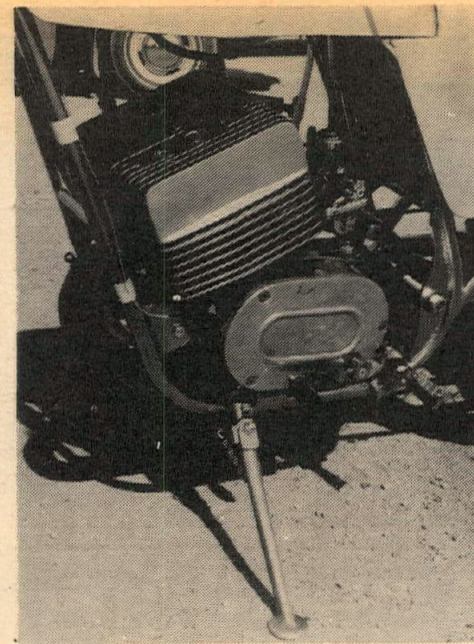
First we weighed the bike on bathroom scales, Cycle World style. There registered 117 lbs. on the rear wheel, 95 on the front, counting two gallons of gasoline (6 lbs. per gal) and one quart of oil (2 lbs.), making the total dry weight approximately 200 lbs. as claimed.

Then, using crude, household tools, Wheeler had the engine out of the frame in just 13 minutes, working at a slow relaxed pace. It weighted 58 lbs., including carburetor, starter and gearbox oil. Thirteen minutes later, after some time spent hunting a rubber mallet, Wheeler held the crank assembly in his hand. The operation looked as easy as opening a briefcase.

I peered at the innards which, except possibly the piston and rod, were not recognizable as any production parts that I know of. The straight-cut gears and primary drive were hefty as a Maico's, with an engagement pattern similar to Yamaha's. The horizontally-split engine cases are joined by 12 equal-length Allen bolts and all shafts run on bearings. There are no bushings. Components are located in the cases by means of steel circlips which engage corresponding slots in the case halves. Even the clumsiest mechanic could not fail to assemble it properly with his eyes closed.

Wheelie spun off four nuts and removed the barrel. The head is secured by four additional studs. One of the seven ports directs cool mixture up to the underside of the piston. As a result, the area showed no trace of baking. Ports were rough-finished. The carbon pattern on the piston crown was a perfect, khaki swirl.

I hope the reader understands now why I am no longer as skeptical about Frank Wheeler's claims of having the great American motorcycle here now. It still remains to discover whether it can in fact be manufactured locally even in the modest quantity planned, and frankly I disbelieve the selling price could be as low as he claims. But even at \$1,500 retail it would still be a bargain, and there are good workers unemployed. Now what should it be called?



Frank Wheeler's great American motorcycle lacks only a purchase order and a name. It's got: 6-3/4" all-alloy forks, floating rear brake, controls all routed inside structure, quick-change, cool air filter, dual ignition, etc. Only non Wheeler parts are Husky front and Yamaha rear hubs, rear shocks, some controls and 24mm Mikuni carburetor. Even the alloy kickstand is wheelie's design.

#### SPECIFICATIONS:

Designer/mgr... Frank Wheeler  
Engine Type... piston port, 2-cycle  
Displacement... 175cc (64mm x 57.5mm)  
Ignition... magneto, dual, simultaneous firing.  
Transmission... primary gear, 5 speed, 7-plate wet clutch.  
Seat Height... 34 inches  
Frame... chrome moly tube, fabricator: Redline.  
Wheelbase... 55-56 inches.  
Brakes... floating rear  
Ground clearance (unladen)... 9-1/2"  
Weight (wet)... 212 lbs.  
Max Torque... @ 7,800 rpm  
Horsepower... secret  
Top Speed... 4th speed: 64 mph (apprx)





# Brian McMillan, on this Easter day, has risen.

By Steve Lamkin

Photo By Imogene Rees

ADELANTO, CAL., April 2, 1972 — The weather was a bit warm for early Spring, the track was smooth and fast on both the half-mile and the TT course, and Brian McMillan came to take home the big bore gold. The lanky Expert who usually rides to win or crash, stayed upright on his roaring Triumph to cop the Open class gold.

McMillan found the fast and hard, sometimes slippery groove to his liking on both courses and doubled up in the first place wins. In fact, this writer, watching the hard charging style of the long legged speedster, saw flashes of the likes of Jim Goldsmith, Feets Minert and Fred Moxley.

Starting dead last in both the Open Expert half mile Main and the TT Main, McMillan wasted no time in charging to the lead and opening an unbelievable gap in the eight-lap events to finish well ahead of any competition.

In the 250 Expert class TT, an exciting dice developed between the 1971 number 1 and number 3 HRA riders, Dennis Briggs on a Bultaco, and Bob Sanders on a Kawasaki. Sanders found the high-banked north sweeper to his liking, and Briggs seemed to easily motor through the flat south half mile turn. Each took advantage of traction, horsepower, and apparent corner preference to over haul the other, with the lead changing hands five times in eight laps. Briggs, however, finally found the right groove and pulled out of the draught of Sanders and screamed to the checkered flag with a couple of lengths to spare.

Sanders got his revenge in the 250 Expert half mile Main though and doubled up in the 125 Expert flat track Main. Sometimes Sanders showed the makings of an Ascot Champion in full lock condition on the big turns.

Terry Stannert dominated the Novice class events, taking two first place trophies in the TT races and two in the half mile go. Stannert did it on a stable of flying Kawasaki's.

The day was topped off with a fun ride as eight riders from each class took to the track in a staggered start sweepstakes race, backwards on the 7/8 mile TT course at the High Desert facility. Again it was Briggs and Sanders flying to the lead but being chased by McMillan on his throaty Triumph. McMillan, this time however, did a high side fling in a right hander that was a beauty and chose to sit astride his two wheeler and watch the finish from a rather poor vantage point. Bob Sanders led the way to the finish line with HRA Champion Dennis Briggs hot on his trail.

Their rewards for the fine effort against a large contingent of speedsters, was a large pizza each furnished by a local Adelanto merchant who supports our sport with great enthusiasm.

During a pre-race riders meeting, it was announced that HRA had formed a competition committee, made up of a Rider representative, the HRA Referee and President Donald England. Rule changes were explained regarding the advancement of riders to a higher class and changes in the point system to make a fairer spread of points among the riders.

Points will be awarded in the future on a one-for-one basis, with the Main Event winner in each class receiving one point for each entry in that class.

Next Sunday will see another HRA point run half mile and TT at 395 Cycle Park in Adelanto, California. Night racing will begin on Saturday, April 15, with an HRA half mile that night and an AMA smooth scrambles on the next day, Sunday April 16, put on by TT M.C.

(Results on page 56)

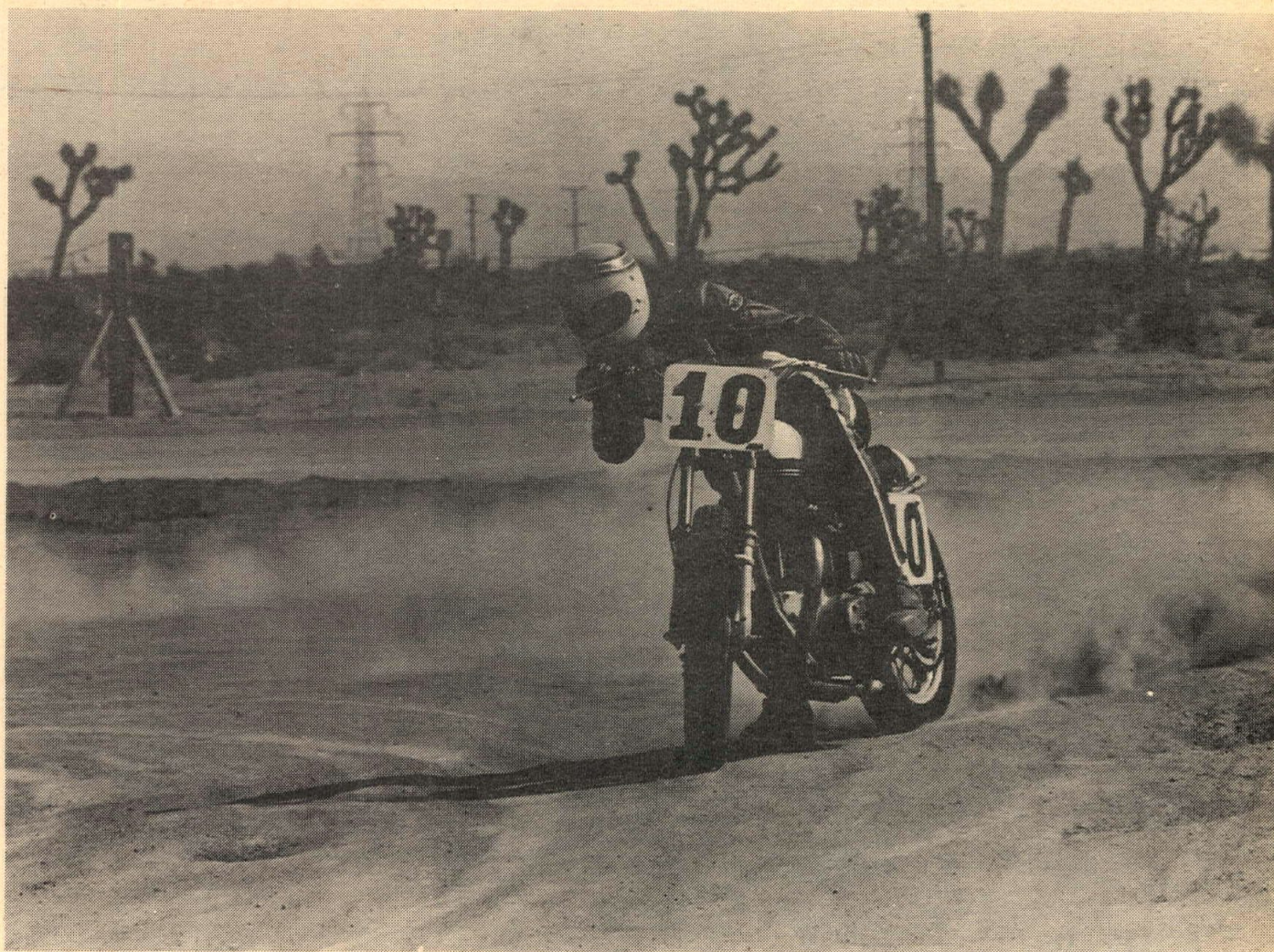
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LLOBE, S.L., the Spanish factory manufacturing Betor suspension components, front fork assemblies and shock absorbers, is the majority stockholder in the new corporation.

Betor America Corporation is importing all products produced by the parent company, LLOBE, S.L., and is currently testing the new road race fork assemblies and a new series of "competition only" shock absorbers designated as "Series X".

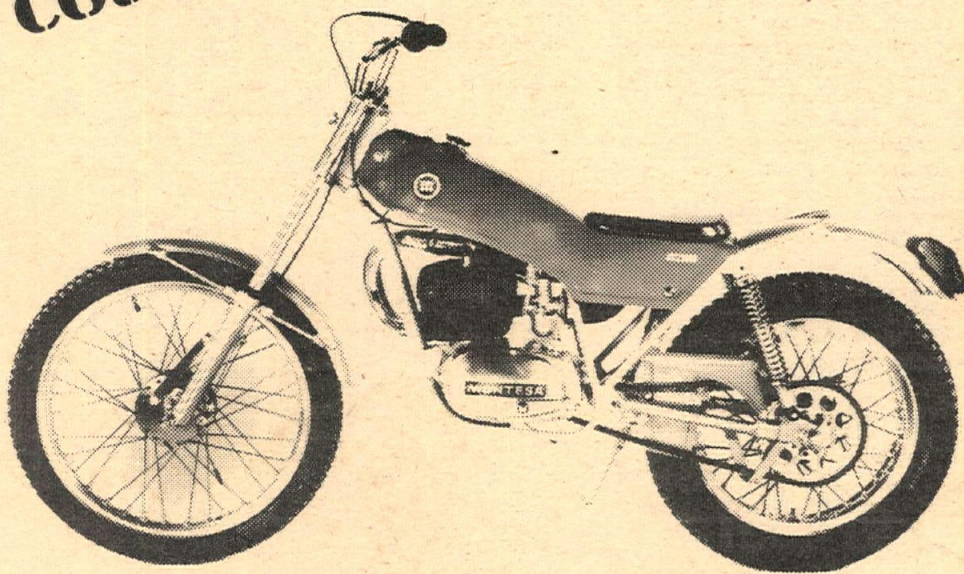
Requests for information or catalogs should be made to: Betor America Corporation, P.O. Box 1020, MCID Park, Lewistown, Pa. 17044. Phone: A.C. 717-242-0388.



Brian McMillan: HRA troop-smoker of the week.

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This is the first year for the Cota 123. All of the painstaking research and testing that made the big Cota a winner has been faithfully repeated with the Cota 123. Weighing more than forty pounds less than the Cota 247, it's obviously a serious effort. The Cota 123 has a 250 x 20" front wheel, and a 375 x 17" rear. Its Pirelli Trials tires are especially manufactured for this model. It's got a six-speed gearbox, and shifts on the left. You can start the Cota in any gear. It, also, has that certain "impeccable" quality.

Look for the Cota 123 soon at your local Montesa dealer.

He'll be expecting you.

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# PETE MALY: 500 JR, 380 CZ, 180 IQ

By David Swift



Pete Maly

CARLSBAD, CAL., April 2, 1972 — An 18-year-old named Peter Maly trounced a field of 500 Novices here at Carlsbad Raceway today with the most impressive display of natural talent (for lack of a better term) than one could ever hope to see. As a brand new Junior, Maly has won his last four outings with the ACA.

Maly's story is a typical one at first. He learned to ride on small Japanese bikes, in this case father George's Suzuki 80. Peter wanted to race but that was where George drew the line. You see, Peter has an I.Q. of 186 and a sister who, at 21, earned a Masters and a Bachelor's degree in two sciences. Naturally, the elder Maly, a well-bred immigrant from Czechoslovakia prior to Russia's occupation, wanted to see the same for son Peter.

But Peter was adamant, with or without fatherly blessings, got a job to save up for a CZ, and hasn't been beaten in the last month.

It's not enough to simply say Peter won. He spends more time unicycling than any other rider I've seen, not because he is grandstanding but because the power is always on.

Clad in Levis, a sweat shirt, and Vibram-soled work boots with the bottoms worn smooth, he exits corners like he was slung from a string and accelerates off of jumps as if shot from a rubber band. You can see him learning new things each lap, and no doubt his last lap was his fastest.

In the pits, Peter is a typical modest kid, reminiscent of Bill Clements. He doesn't play the role of genius, *per se*. He says he eventually wants to open up a shop. George has learned to accept his son's wishes and has even become an enthusiastic supporter. But he still won't give him a cent for racing.

Next Sunday, Maly (pronounced "molly") will sign up as an Intermediate, which is the ACA's way of bumping up people, and should race among the Seniors. It will be interesting to watch the outcome.

Overshadowed by Maly were the next two 500 Juniors, Bob Dunsire and Jack Habel. Dunsire rallied in the final moto

to narrowly ace out Habel for second overall. Next week at Saddleback will be the culmination of the ACA Bultaco series a single point separates Habel and Dunsire, who leads everyone else. Ironically, both are members of the Off-Cambers M.C.

Another sterling performance was turned in by Leonard Mellgren, who stood on the 250 Intermediate/Expert class. No one came close to him all day. The rest of the pack was kind of a mess. Randy Rodriguez went on his head once or twice and still managed second Senior. Dirk Wambold went off the course trying to avoid Rodriguez, who was laying on the track at that moment, but still got first 250 Intermediate. Wambold, Rodriguez, Larry McCarty, Chuck Lunde, and others spent the bulk of the day circulating in duckling fashion.

Bob Fish, last week's 500 Senior winner, was taken out in a bizarre second-moto accident. He won the first but dropped it while tucking under Carl Cotton in the second. While trying to make up time he missed a corner and failed to cover up his tracks. In order to avoid a DNF, a friend waved him back while Dan held up the banner. Fish sped under, caught his helmet visor on it, and was pulled off the bike. Luckily, he was only shaken. He called it a day.

Gary Cochell picked up the pieces and put together the last two motos for the Senior win. Cochell was entered on a Maico but was riding an Ajay.

Mike Felton rode his first race as a Senior today and smoked the 125 class. Ron Schwab was 125 Junior with two seconds and a first. Vince Balch put in some winning performances except for a DNF in the first round.

Another sweep. Richard Kastner, like Maly and Mellgren, smoked all of his competition. The 250 Juniors in this case.

Wanda the ACA lady would like to mention a boo-boo and resultant apology. She said Rex Staten won the 250 Senior class last week but she got him confused with another rider who used the same number as Rex.

(Results on page 56)

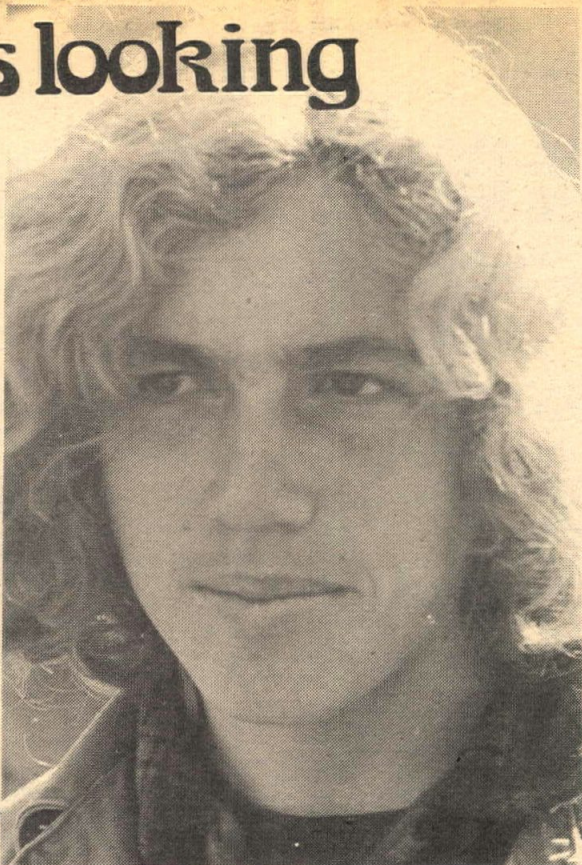
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| NAME _____                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  | AGE _____                        |                                                                                         | PHONE NUMBER _____              |  |
| ADDRESS _____                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  | City _____                       |                                                                                         | State _____                     |  |
| I am a bonafide member of the _____ Club.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |                                  |                                                                                         |                                 |  |
| A.M.A. Number _____                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  | Expires _____                    |                                                                                         | District Riding Number _____    |  |
| Make Motor _____                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  | Engine Number _____              |                                                                                         | Cu. In. _____                   |  |
| I will enter in the _____ Class.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  | Amateur <input type="checkbox"/> |                                                                                         | Expert <input type="checkbox"/> |  |
| Riding or Sidecar Partner _____                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  | Novice <input type="checkbox"/>  |                                                                                         |                                 |  |
| If under 21 years of age, Parent or Guardian must sign _____                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |                                  |                                                                                         |                                 |  |
| I have read this entry blank. Yes <input type="checkbox"/> No <input type="checkbox"/> Points Requested. Desert-Scrambles Moto-X                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |                                  |                                                                                         |                                 |  |
| Under the rules and sanction of the American Motorcycle Association, I hereby agree to and comply with the rules governing this contest in connection with the Competition Rules of the American Motorcycle Association and the District Committee and I further agree to hold blameless the American Motorcycle Association, the contest committee sponsoring organization and any property owner or owners, for any loss or injury to myself or property in which I may become involved by reason of participation in this contest. I do also agree to assume responsibility for any property damage which I knowingly initiate. |  |                                  |                                                                                         |                                 |  |
| Signature required _____                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |                                  |                                                                                         |                                 |  |
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| SATURDAY Trail Nov. Trail Lightweight Powder Puff                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |                                  | SUNDAY Heavyweight Nov. All Am. & Ex. Side Hack                                         |                                 |  |
| Directions: Go west on the Ventura Freeway to Thousand Oaks. Right on Route 23 (north) 5½ Miles to Tierra Rajada Rd. and turn right.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |                                  |                                                                                         |                                 |  |
| Trail Al Ferdman 27248 Walnut Springs Saugus, Calif. (805) 252-9344                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |                                  | Mail entries to: Beer & concessions Overnight camping                                   |                                 |  |
| Heavyweight Jim Main 15058 Blackhawk Mission Hills, Calif. (213) 361-8473                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |                                  | Lightweight Harold King 1712 N. Ontario Burbank, Calif. (213) 845-2788                  |                                 |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |                                  | Powder Puff & Side Hack Fred Ellsworth 210 N. Sparks St. Burbank, Calif. (213) 848-9810 |                                 |  |
| Admission: \$2.00 — Adults \$1.00 — Juniors Under 12 — Free Free gate to riders                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |                                  |                                                                                         |                                 |  |



# Jeff Sexton is looking

## for machinery.

By Ed Drechsler



Photography: Ed Drechsler

Very few people know Jeff Sexton. At 17 years old, he is the District 37 Heavyweight Scrambles Number One Rider. Quite an accomplishment for this quiet, shy person. His appearance of shyness stems from the fact that if he "starts talking and getting jazzed up and all that stuff, everyone is going to start thinking that I'm a big head and all that crap."

He quit high school to operate his own shop, making expansion chambers. He plans to go to continuation school for his diploma but has no plans for college. He is now heavily involved with Jeff Sexton's Track-N-Travel, located in Chino, Calif. TNT is a family effort requiring hard work and total dedication from all. They sell and service Maicos and have a good line of parts and accessories.

Jeff wants to make his living with what he loves most, racing motorcycles. But here, let him tell his own story:

"I was 12 years old and my first bike was a Honda 55. I'd trail ride, climb hills and stuff like that. Later on we traded an old Model A truck for a super-fast Honda 50 that won 22 main events at Prado Park and 18 at Elsinore.

"I went to Perris to race one night and chickened out. The following week was my 14th birthday and I went again and placed second to last. From there I got a 100 Kawasaki and started riding. Went good for two years. Ended up with number 17, still a Novice, High Point District 37 Novice for that year. Then I moved up to Amateur. The Amateurs rode with the Experts, so I had myself moved up to Expert so I could get the Expert points.

"I rode the Elsinore Grand Prix on a 50cc Honda. It was the only bike I had at the time, so I rode it. That was the year that we had all the floods and it was muddy down there.

"Went down there with K-70's front and rear and no air cleaner on it. The carburetor just stuck up, right out of the engine. Never ran it with an air cleaner. That was the thing in those days.

"I used a quart of oil for every lap. The mud just fried on the cylinder and stuff. To get it to cool, we had to get a screwdriver and a hammer and chisel it out from between the fins on each lap.

"My friend and I started at the same time. He made two or three laps and blew up. He came in and helped my Dad pit for me the rest of the race. I was the first 50 in but the results were all screwed up. They had my friend listed second place and didn't even list me. He went down to the club meeting with us and denied getting second place. He told them what the story was and how I won the 50cc class, but they said they couldn't accept it and anyway the results were out and we shouldn't snivel. After a small hassle, we left.

"I got sponsored by Yamaha of Pomona. I had a 125 Yamaha MX and a 125 Yamaha twin. I started racing at Trojan in South Gate. I short tracked at Orange County Raceway (now El Toro) against Gary Scott, Scott Autry, Stan Rodgers, Ray Vanderpool and all the hot dogs. Made some money against them. I was a consistent third.

"One night, I was on my 125 twin and Gary Scott

was riding a 125 Kawasaki — it was a 100 punched out to a 125 — I got off in third place. Scott was leading, Autry was in second on his 125 twin. In the second lap I got past Autry and in the last lap down the back straightaway I passed Gary. I went into the corner a little bit too hard and Gary came up underneath me. Going to the flag he beat me by six inches. The crowd stood up and cheered. That was the most I ever got stoked about a race. That's when Gary was really going.

"I started riding motocross on my 125 MX. They had a six weeks series at Deadman's Point. We missed the first race. I won the 125 class in the series by 1,000 points.

"My 125 got stolen out of Yamaha of Pomona. They couldn't replace it, so they gave me a 250 Yamaha MX to ride. I won on it at Deadman's Point and CMC at Ascot.

"I had two tanks for that 250. A psychedelic paint job and a stock 360 tank. I would win in the 250 class, come in and change to the 360 tank and win in the 500 class. I kept winning week after week and finally someone caught on to the trick and protested me. But they were going to disqualify me for riding a 360 in the 250 class. After they checked my cards and serial numbers and everything, they ended up disqualifying me from the 500 class. After it was all over, there was a big hassle in the pits. They ripped the antenna off my buddy's El Camino and scratched it all up. They raised all kinds of hell.

"A few weeks later I went out to Deadman's Point and pulled the same trick in the 250 and 500 classes. I won my first two motos in both classes. In my last 250 moto, I drowned out at the mud hole. First time it did that. I was leading but all 21 riders got me before I could get started again.

"I rode over my head and moved up to sixth place in one lap. I was passing a guy on an Ossa and hit a steel pole and took us both out. Broke the ball joint in my shoulder.

"I was riding a Honda 65 back and forth to work at Yamaha of Pomona at the time. I got bored walking so I put the clutch lever on the right hand side by the throttle and I rode all over with my arm in a sling.

"Bout three weeks later, I took my arm out of the sling and rode 125 and 200 Expert class at Perris and won. Been riding with that shoulder ever since.

"Steve Mintz from Upland Cycles gave me a ride on a 250 Maico one day out at Perris. I entered it in the 500 Novice class and won. The following week they gave me a 400 Maico to ride and I rode Amateur class. Bob Greenstreet and I were going at it. The last moto, I got around Bob and won it. After that, they wouldn't let me ride Novice because of the Amateur ride. So a point run came up. I entered in the 500 Novice class and the 500 Expert class. I won the 500 Novice class going away and I whipped it on Scott Smith, Jim Connolly and Chuck Wheat in the 500 Expert class. Scott protested me for riding the Expert class and a Novice protested me for riding Novice. At the end of the day they dropped the protests. So I talked to the Heavyweight Steward, Sam Crooks, and had him move me up to the Expert class.

"I got a late start in the season. Missed five point runs and a Grand Prix. I went out to win that

Number One plate. I had a good winning streak going and I didn't lose many."

What did it cost to become number one?

"The last four years, all the money has been put into racing. Like the family has had to go without a lot of things like furniture. We have had to scrounge pretty hard just to get gas money to go to the races. At times I've had to write checks with not enough money in the bank to cover them just to get out to a race.

"It costs me about \$20 for one day of racing. That's for gas, oil, fuel for the bike, eating, entry, gate fee and all that stuff. It gets pretty expensive for a few lousy points and a trophy. After a while even trophies don't mean anything. I have about 120 of 'em here but I haven't picked up a lot of them and I gave some away. They mean something at first, and you are all pumped up about them, but that gets old.

"Maureen Lee, she doesn't like me very much. I never did anything against her. I think she is always stirring things up, you know? Just trying to get something going, like arguments here and there. That's what it seems like.

"Anyway, she had an article saying how she didn't use my name, but she pointed it out to be me, you know — a 501 rider, me and Chuck Wheat, Two kissin' cousins or something — easy, I had it. And that I never have to work on my bike, just put on my little white gloves and get on my machine and go, you know? She was insinuating that I didn't have to pay for anything. I don't particularly like her. I don't feel she cares to know the truth. She hasn't even talked to me directly."

What does number one mean do you now?

"Last year it was neat, trying for it and all. This year it is a bummer. We can't keep machinery running. The hassles of getting money together just to get to the races, the truck blows up, everything is a bummer. But all the Number Ones are having a bad time with their machines this year. Once you are Number One seems like the bad luck sets in. Look at Mert Lawwill. He had mechanical problems. Look what the people thought.

"I'm not sorry I made Number One. It was neat doin' it, but once you are Number One, everyone is out to beat you. People think you are a Superman and can't make any mistakes. They expect too much of you. If you have a two-digit number like I had last year, you can go out and ride and win or lose, nobody thinks anything about it. It was more fun.

"It bothers me when I get beat, spectator wise. I'm supposed to live up to it, being Number One. I worry about what people are saying when it's not my fault.

"When I win, I'm not pumped up anymore. Not like when I was looking for Number One.

"When someone comes up and asks for your autograph, you just get all choked up. You don't know what to say. You have never done it before. You feel weird. Like they think that you are something great. But you are just on your way up and you can't think that you are that good yet.

"There are a lot of guys riding right now that could be really good if they had the iron to ride. It takes publicity, backing and money to get out front and stay there. You can't do it without help on ancient iron and no gas money."

What are your plans?

"Right now, I'm going to concentrate on speedway. I plan on running six nights a week this season. I want to get things going and get up to the first division where I can win some money. With that money, I won't have to get a job — I can live off my racing. Actually, my goal in speedway, if I get good, is to get enough money together to go over to Europe and race against the dudes over there. Probably gain a lot of experience. I'd like some day to become World Champion on some type of motorcycle.

"I chose speedway because I couldn't locate a Class C sponsor that would come through. BSA and Triumph went belly-up and a lot of veteran riders are looking for rides. I didn't have the money to finance my own ride. I know I can win, all I need is the machinery.

"Foothill Honda offered me this ride and I took it. I'll be racing on the Big Foot Racing Team for them. I haven't had my first Class A race yet, but they say I look good in practice."

In his first-ever Speedway race at the Indio Showgrounds on March 25, Jeff was placed in the second (not third) division. He won his heat race. He looped his ESO doing a burnout prior to the start of the Main. Despite the resultant embarrassment, Jeff raced well and finished third.



## Ontario again

Officials of the American Motorcycle Association and Champion Spark Plug Company have announced plans for the second running of the Champion Spark Plug Motorcycle Classics at the Ontario Motor Speedway Sept. 27 - Oct. 1.

Champion inaugurated the "Classics" at the Southern California super speedway in 1971. Again this year, the premier event will be the 250-mile Champion Spark Plug Motorcycle Classic, a two-segment Expert race over Ontario's demanding 3.194-mile road course slated for Sunday, Oct. 1.

Other events include the combined "lightweight" race for Expert and Junior riders (Saturday, Sept. 30); a Junior race and Novice race (both Friday, Sept. 29); and a Moto-Cross (Saturday, Sept. 30).

Practice for the road-race classes will begin Wednesday, Sept. 27.

Commenting on the "Classics", Russell March, AMA Executive Director, said, "We are pleased that Champion has continued its sponsorship of the final event in AMA's National Championship series. Industry's support of professional motorcycle racing is important to the growth of the sport, and Champion's participation with its "Classics" benefits everyone involved in the sport."

"While this particular race has been run only once-last year-it has already become one of the most popular of the Championship series with our riders. The competition in the Inaugural

"Classics" provided some of the most exciting racing ever seen in this country. It couldn't have been closer, and we expect this year's "Classics" to be every bit as exciting", he said.

The Expert race of the inaugural "Classics" ended with one of the closest finishes ever in the U.S. motorcycle racing history, with England's John Cooper beating Kel Carruthers by a margin of just four inches. The race also saw Dick Mann win the 1971 AMA Grand National Championship.

## Bits of News

The Yamaha Gold Cup National Mile will be held in Colorado the last of April. The race will be a ten star, \$12,000 event sanctioned by the AMA. This will be the biggest race held in the state and is just the start of things to come. See your local dealers and clubs for the details, and buy a ticket for your friends, too.

There is a new SRAC rule that requires silencers as of May 1st. This is a move to insure the future of competition motorcycle races in the state. As you know, there are national groups against motorcycling of all types. By having the silencers before the question of noise faces us, we will take some of the fight out of these groups.

The SRAC suggests you check your local dealer. Is he a member of the Colorado Motorcycle Dealers Association? If not, ask him why not? This organization is the only concentrated effort to protect the

recreational vehicle industry. Besides keeping a look-out for adverse bills in the state government, the CMDA is waging battles against trail closures and expansion of wilderness areas. The CMDA has established relations with the State Parks and Recreation Department and has been instrumental in the development of several motorcycle parks such as Cherry Creek, Bear Valley, and Carbon Dale Dam. The CMDA is also working in the areas of no-fault insurance and motorcycle safety.

The SRAC is urging you to find out all the information you can about the newly formed Recreational Vehicle Alliance. The Alliance will soon have a publication offering clubs, associations, and groups the means to inform each other.

## ISDT qualifier

Southern Nevadans have teamed up with Southern Californians to stage a three-days event to assist the American Motorcycle Association in selection of the U.S. Teams to compete in the International Six Days Trial.

To be held for a first time in the Americas, the '73 site of Ft. Hood, Texas narrowly edged out a Las Vegas venue in final selection by the AMA. The enthusiasts of the Nevada location now determine to make Texans look to their laurels, and are proceeding with plans for the qualifying event as though it were the "big one" itself.

Officially known as the Silver State

Three Days Trial, the dates of the running are June 16-17-18. Because both machines and riders must check in the day prior to the start on Friday, the festivities encompass nearly the entire week. Industry support of the 3-Days is strong, and many representatives will be on hand to assist competitors prior to the actual contest.

According to Chairman of the Trial, Lynn Wineland, a Director of the hosting AMA District 37 Sports Committee, the event will exactly approximate the ISDT events, but be only half the length in time and distance. Riders will cover approximately 200 miles per day, with special tests for acceleration, sound level and cross-country proficiency (motocross) the first two days. The third day will culminate in a closed-course road race of approximately an hour's duration. Individual awards of Gold, Silver and Bronze will be awarded the finishers, in replica of the official emblem for the Trial.

All bases are being covered for fast, accurate scoring of the complicated event with computerized tallies of times taken from regular checkpoints and the special tests giving fast print-outs for officials and press.

Approximately 300 riders will be invited to compete in the Silver State, with selection based on past proficiency in ISDT events and endurance runs. The invitational basis is to assure that each competitor is of U.S. Team potential.

Interested parties, both riders and all who may wish to participate as industry representatives or in the organization and running of the event may contact the Silver State Three Days Trial, Box 101, 1708 Bach Street, Carson, Ca. 90745. Entry forms will be available in April.

## CW Show

"Bigger and better than ever" is the way some describe this year's International Custom Car and Motorcycle Show, April 13-16 at the Los Angeles Sports Arena. It's the 12th year for this fantastic show presented by the Trident's, Inc. and Cycle World magazine.

Motorcycle fans will gaze over hundreds of exciting choppers, three-wheelers and competition bikes, such as the Honda Hawk, which was clocked at a speed of 285 mph at Bonneville attempting to break the world speed record. Along with this will be the motorcycle winner of the Mint 400, a 175 mph Suzuki road racer and the Daytona-winning Yamaha.

On the lower level of the arena will be acres of modified vehicles including a Cadillac Le Mans Roadster, valued at \$250,000 built by General Motors. Only four were made, two are still in existence. The only true custom Cadillac sports car.

## HOW TO GET HUNTINGTON BEACH A CYCLE PARK

The Huntington Beach City Parks and Recreation Department is in the process of placing registration forms in all motorcycle repair shops and stores where cycles are sold. The City Council requires 500 of these forms be filled out to open a cycle park. To date 460 have been turned in to the Parks Department.

The forms may be filled out and left at the cycle shops for pickup by the Parks Department. The form must be signed by the Parks Department. The form must be signed by the parents of persons under 21 and includes a liability waiver and medical treatment approval.

It should be emphasized that each person in a family intending to use the facility should fill out a form, even though there may only be 1 or 2 cycles owned by the family.

Also, the 100cc maximum displacement limitation stated on the form should be ignored. The form should be filled out for and size cycle to indicate to the city the large amount of persons who own bigger cycles and need a place to ride.

Persons who have previously filled out this form are requested to not fill out another as the original is still on file at the Parks Department.

This park is desperately needed to provide the kids a safe place to ride and to get them off the streets where they create a hazard to themselves as well as bothering the neighbors with the noise. Also, the older cycle owners need a place to go for a couple of hours to get some exercise and relaxation, without having to drive several hours to get there.

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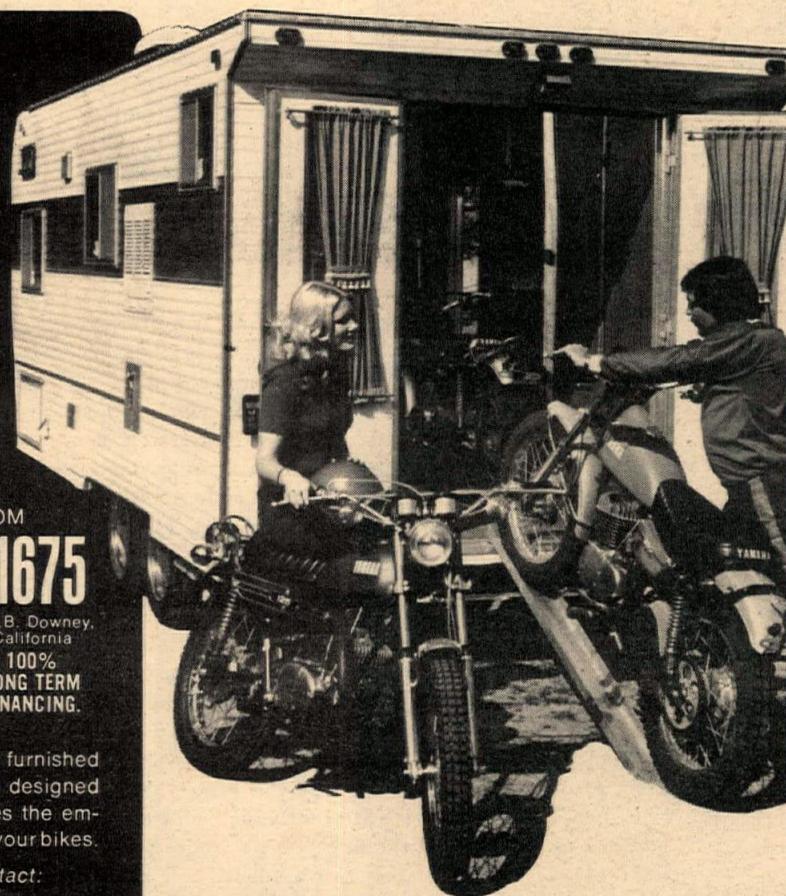


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## Jeff Wright Is 17 too young to be a man?

By Alice Rhea

"Motocross. How can I say it? Motocross...you go to win. Nothing else, just to win. When I finish a night of racing I'm really drained. I don't mean physically; I still have a little energy left, but mentally, emotionally drained. It really takes a lot out of me. It is that total concentration of all your energy and thought to get to the checkered flag first."

"But the desert, that is something else. The desert is for fun. I come out here and really relax. I have as much fun Saturday while I'm practicing as I do racing on Sunday. And the Saturday night campfire thing is really neat."

"Another difference between motocross and desert is that if I don't win at Ascot, and by win I mean first place, I really get bummed out. But in the desert I can finish second or third in my class or even break down and still

really feel good about the race. The desert is such a personal thing. Nobody really knows how you did except yourself. In desert racing, I know whether I've done my very best and if I have, it was fun. Of course, it is a lot more fun if I win."

Jeff Wright should know what it is like to race motocross. Jeff earned the most points of all at Ascot in 1971. And he should know what it is like to race desert, having won Four Aces M.C. Moose Run just a few weeks ago. Jeff was first overall on a 175cc Puch; the first time a desert race has even been won on such a small displacement bike.

A great many people don't believe in pushing their kids into racing. Dick Wright, Jeff's dad, is one of those people. But it wasn't a matter of pushing Jeff, it was more one of trying to hold him back.

"I used to race desert myself," Dick recalls, "And I bought Jeff a Yamaha 80 for Christmas the year he was 11. It was fun teaching Jeff to ride and we trailed together for about two years, but then he got to where he could outrun me...."

Jeff finally talked his dad into letting him race. In December of 1967 Jeff raced Dad's Hodaka in the Buzzards M.C. State Championship Hare Scrambles and surprised him by finishing second Trail Novice.

Dick tried to lure Jeff away from the thrill of desert racing by giving him the glamorous job of photographer for his coverage of desert races for Cycle News. Jeff put up with it for a while, but by mid-summer he couldn't take it any longer. He bought his own Hodaka and by the end of the year he was a Trail Expert.

Just about this time Jack Byers and Rob Belt of Steens, Inc. saw Jeff ride a couple of races and in January, 1969, at the tender age of 14, Jeff was sponsored. Mounted on a Steens Hodaka, Jeff brought home seven Trail Expert first trophies place for Jack and Rob.

By 1971 Jeff Wright was a well-known rider. Jeff competed in desert, motocross and Grands Prix, winning races in both the trailbike and lightweight divisions. By the end of 1971, Jeff had won more points than anyone else at Ascot. That alone is a real head-puffer, even without the \$750 prize he received from the powers-that-be from the CMC.

Now Jeff had several offers of sponsorships. Decisions to make...bikes to test...offers to consider. Puch obviously made the most attractive offer. Jeff says it was because they could mount him on a 125, 175 and later this year...a 250 Puch. In November Jeff started racing them.

Jeff picked up his new 125 Puch one Friday night, loaded it and the 175 and headed for Hopetown and Dirt Diggers M.C. 13th Annual Grand Prix. Jeff got it on and finished first 125...Great show...the sponsors are happy, Jeff is

happy, Dad is happy. Jeff rested for 15 minutes between races then climbed on the 175 Puch, turned it all the way up and won that one too!

Out at the smoke bomb during a recent race a member of 100's M.C. remembered how Jeff used to ride. "Is he still as crazy as he used to be?" he asked. "Jeff used to go by me like he was on fire. Then I'd pass him while he was picking up his bike. Pretty soon, here would come that crazy Jeff Wright kid again, and pretty soon I pass him again while he was picking up his bike. Well, Jeff hasn't slowed down any, he just learned to keep it upright while moving that fast."

Tom Ruddy tunes Jeff's bikes and makes sure all the minor repairs and routine maintenance are taken care of.

"I tried working on the bike myself once," Jeff said, "but I really don't have the patience to do it right and then I'd be riding along thinking about what was going on inside the motor, or did I get that bolt or this nut on tight enough and next thing you know I'm not paying attention to the race anymore and I land on my head. No more of that."

With a string of wins as impressive as Jeff has, and with his calm, mature attitude about life, it is hard to believe that Jeff is still in high school. He will graduate this June and talked about the future:

"Oh, for sure college. Business administration, I guess. I would like to have my own (motorcycle) shop some day. But for right now, this summer, I'm just going to take it easy. I'm going to take a few weeks and go somewhere." Jeff won't say where. "Just bum around and rest."

And then... "And then I'm really going to get serious about racing. Puch will have the new 250 here in April I hope, and I'll ride that in the desert until it gets really hot, then switch back to motocross for the summer, then back to the desert."

Between racing and studying, Jeff doesn't have much time for anything else. Of course, he makes time for Elaine Barker, his girl, and luckily, Elaine likes motorcycles.

Well, there is Jeff Wright the motorcycle racer. And what about Jeff Wright the man? Yes, a man, despite his youth. Jeff is a prime example of the results of the close relationship a father and son can develop through motorcycling together. Between Jeff's parents and the desert, Jeff has matured remarkably. He is self-assured, responsible, and polite. Jeff's assurance saves him from being shy, but he is soft-spoken and has a quick charming smile.

At seventeen, Jeff has won more honors than a lot of men will earn in a lifetime and yet he remains unspoiled. Jeff has his whole life ahead of him and he looks at his future bright-eyed and smiling.

Photography: Alice Rhea and Buzz Baty





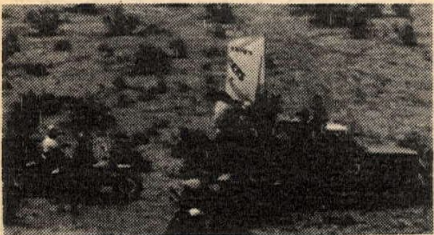
# BACK & FORTH WITH THE SPOKEBENDERS

By Alice Rhea

HIGH VISTA, CAL., April 1, 1972 — Sign on the Novice course at the entrance to a canyon: "Entering Box Canyon...April Fool". District 37 really pulled a fast one on me. I forgot about their new rule that clubs holding European Scrambles had to lay out two courses — one for Amateurs and Experts and one for Novices. As a result, instead of spending the day watching my favorite form of motorcycle racing, I dashed back and forth between the two courses all day trying to get a few pictures of each race and didn't know who won what until Spoke Benders M.C.'s referee gave me the results at the end of the day. But here is a little of what I did see:

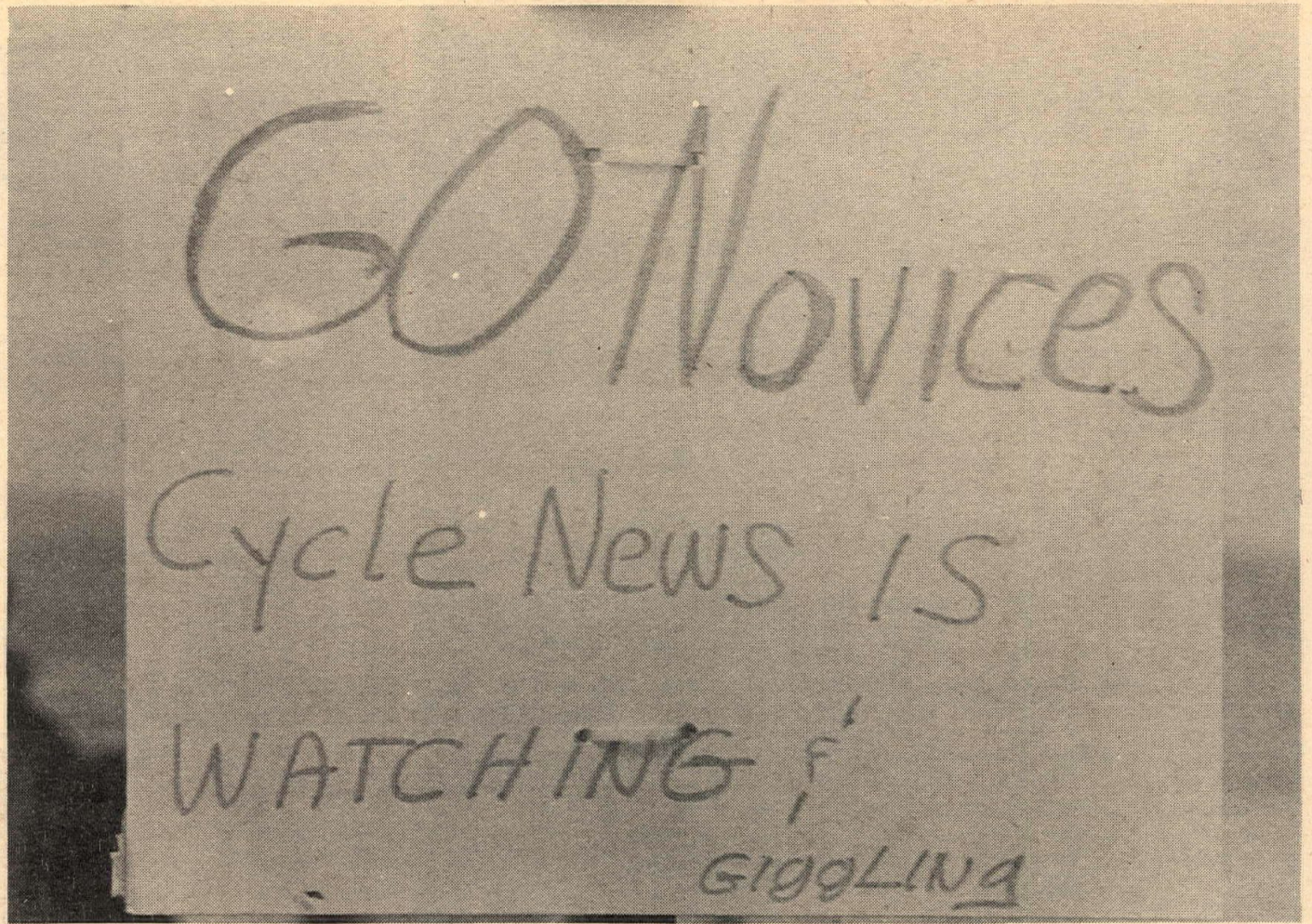
Larry Pfutzenreuter standing in the middle of Sled Riders M.C. camp area lecturing all the boys on pit racing. I hope more of you fellows will follow his example and talk to the boys in your group. This could solve a lot of the pit-racing problem for us.

Trail Novices started the day. Joe Semple (Baja) really had a lead, but he broke a shock and slung off his chain at home check and dropped out, leaving the way clear for Frank Keepers (Ric). Novice home check was at the top of a rocky hill and I can honestly say I have never seen so many racers drop their bikes. One 500 pie-plater dropped it twice on that hill. I heard there was also a nice jump on the back side of the Novice course which dropped into a big talc bed containing a man-eating rock. There were two broken collar bones reported at that point, along with many less serious get-offs.



The old Banner Wagon.

I dashed over to the Am-Ex side of affairs in time to see Cordis Brooks (Hod) wheelie through the checkered flag. Cordis flattened his front tire on the Expert rock pile during the first lap and rode the remaining three laps that way and still got first. Looks like Cordis is seriously after the Number One Trailbike plate this year. Following Cordis were Craig Forney (Yam) and



Naw, they wouldn't do that. Chortle maybe, guffaw perhaps...

Rudy Abele (Baja). I was really surprised to see Rudy finish so well. Less than a year ago he was just a fast Novice.

A pie-plater, Bob Hosford (Puch) surprised everyone by taking first in the Division II Am-Ex race. Bob was followed by Frank Snook (Ossa) and Ron Hall (Puch). Back on the Novice side, Division II racers Rob Morrison (Penton), Andy Kirker (Ric) and John Pettis (Yam) took the checkered in that order.

Larry Pfutzenreuter (Bul) took first in Div. I Lightweight, followed by Steve Ellsworth (Bul) and Tim Akamoto (Bul). Tim got off pretty hard about a year ago while he was practicing at Simi

Valley M.C.'s Hare and Hound but he seems to be fully recovered. Tom Poteet was rumored to have been about one-quarter of a mile ahead of Pfutz and Ells, but got off and dropped out a short time later.

Back to the Novices. Ron Music (Bul) took first Division I Novice. Mark Steele (Bul) took my advice and rode faster today. He was second, followed by George Stoffel (Yam). First Heavyweight Expert position has been in a lot of hands this year. Today Bill Saltzman (Hus) did it, followed by Jerry Jones (Hus) and Bill Walters (Hus).

Kim McKean (Hus), Tim Walker (Hus) and Dan Murphy (CZ) ended the day in that order in the Heavyweight Novice division.

We got no cooperation whatsoever from the weatherman today. The day started off grungy and deteriorated to miserable. By the end of the day everybody felt and looked sand-blasted and nobody lost any time getting packed to go home.

Spoke-Benders M.C. had things pretty well organized and the races went off smoothly. There was a short delay while the slower Trail Experts were herded off the course, but other than that things were on time.

I saw several girls racing, but like the club referee said, none of them finished in the top three of their classes, and that's all we counted today.

(Results on page 56)

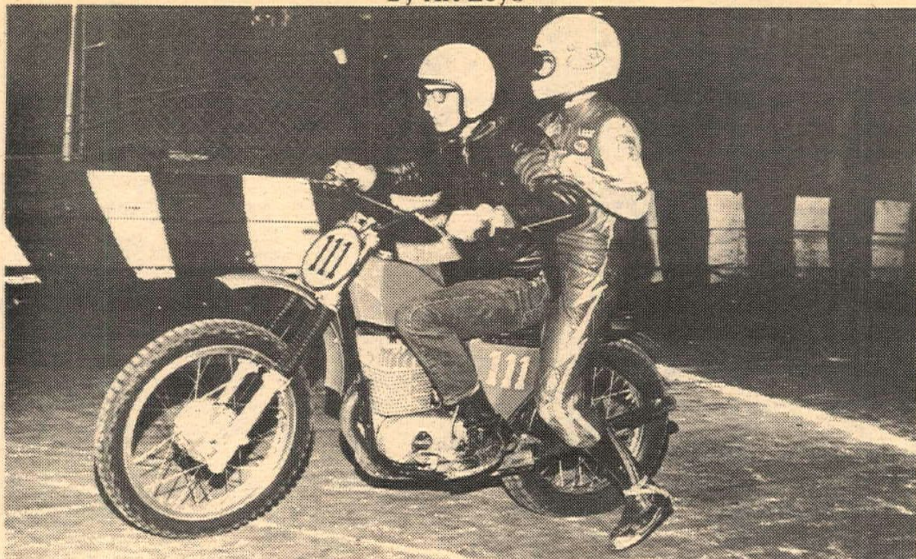


Bounding through the boulders



# Rookie Pulls It Out At Trojan

By Art Loya



The Buddy Race: the front rider steers, the fellow in back has a foot down for the slides.

SOUTH GATE, CAL., March 23, 1972 — Trojan Speedway fans found a new hero Thursday night in 17-year-old Bob Brown of West Covina who in his second start of TT and Flat-Track action stopped the winning ways of the oval's two leading riders, Bob Sanders and Dan Corbett in the 125 TT Main event.

It was the same old story you've read a hundred times before when you were a kid, but it really couldn't happen. A rookie with only moto-cross experience going against two top seasoned veterans who have dominated the main events this season taking the lead from one, and then meeting the challenges of the other for his first major win at the

South Gate oval.

No way it could happen, but it did. Brown mounted on his Rickman Yamaha, gave the fans a hint of what to expect during the 125 TT heat when he baffled both of the same riders with a win. Sponsored by Soundmaster Silencers, Brown had to come from second to catch leader, Corbett (Kaw), on the fourth lap while Sanders (Kaw) moved into second to challenge Brown. The next four laps saw Brown anticipating Sander's every move as both riders maneuvered around the double-jump TT course weaving in and out of fallen competitors in the 16-rider field.

Chasing Brown across the finish line was Sanders, Corbett, Rob Morrison (Kaw), Allen "Buckwheat" Swett (hon), and Tom Doty (Hon).

The big gun in 250 Main event action was point leader, Corbett on his T & R Bultaco, coming through for his third back-to-back victory of the season by scoring a hard earned win in both the TT and Flat Track Mains. Although leading the final two laps in the TT Main after early leader, Sanders pitted with a probable broken rod. Joe Brown, the top leading Junior rider who rides more like an Expert than some of the Experts (and who incidentally is in need of a sponsor), continues to impress the fans with his ever hard-riding tactics.

The F.T. Main saw both Corbett and

Mike Clarke battle every inch of the way for the lead. Corbett, easily displaying a smoother riding style than the less experienced Clarke, held on for the full eight laps to win.

Charlie Summers, the "Little Dynamo" who garnered third in 100 Flat Track has the fans still talking. His performance was almost unbelievable for a youngster of only twelve years old. At four-foot nine inches tall, 79 pounds, and only a sixth grader at Garfield Elementary School in Bell Gardens, Summers who sometimes finds it difficult to reach the ground with his toes while mounted on his 100cc Kawasaki racing machine, is rapidly earning the respect of many of his much older racing rivals by virtue of his sparkling ability to compete in this rugged sport.

The Buddy Race that proves one of the most popular events of the program was won by the team of Corbett and Joe Brown on their 250 Bultaco. However, the crowds cheered for the runner-up team of Roy Kennedy and Gary Elders, who came from behind in the field and spotted the winning team a full 125cc while touring the three-lap distance aboard their 125 Yamaha.

The next major event, a 50-lap TT Main for 250cc class bikes is scheduled for March 30th. A regular TT and F.T. program will be held along with the added distance Main Event.

## BIKES GIVEN A CHANCE

The Hotel Lucerna 250 Off-Road Race on April 8 will be the opening event of the Baja Championship and Manufacturer Trophy Series of five off-road races.

The organizer, Bill Martin, says that the series will be geared toward bikes through tighter courses with few long, fast sections. The roads, says Martin, "are rough without being machine breakers." To further balance the scales the bikes will start before the cars in all events.

The Baja Racing Association will pay back 100% of all entry fees less insurance costs. There are three bike (125, 250, Open) and five car classes.

The Hotel Lucerna 250 will start and finish at kilometer post 37 22 miles west of Mexicali on the Tijuana Highway. The southbound course largely follows roads made by woodcutters and ranchers. It leads along the base of the Sierra de Juarez mountains, through Constitucion National Park, over the Sierra, and down into Valle de Trinidad 120 miles from the start.

For more information call or write the BRA, Box 1803, Calexico, California, 92231, phone 903/762-2948.

## AMC ON THE MOVE

A.M.C., a non-profit club for beginners, Novices, & Juniors, has just completed two motocross events, and now released 1972 Schedule of Events. Schedule includes: Second and fourth Saturday of each month, motocross and class at Saddleback Park; third Saturday of each month, motocross & class at Rawhide Park, Elsinore. Also announced are five Special events between now and the end of 1972, including a "super year end desert bash".

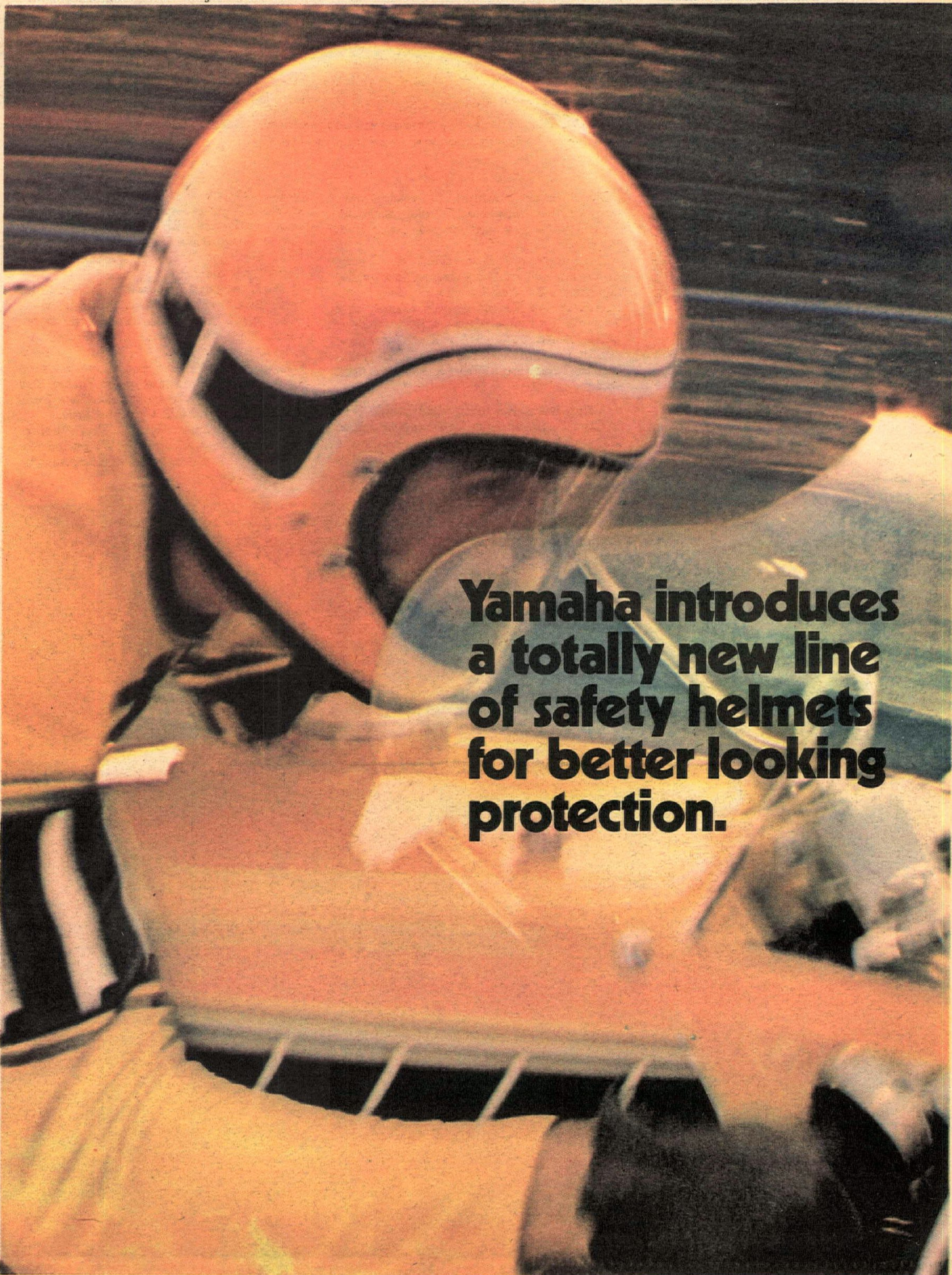
The club was organized by a group of fun riders who recognized the importance of breaking new riders into motocross properly-slowly and with the proper instruction.

## EMDE TO TRY SMALL ONE

Don Emde, winner of the 200 mile Daytona road race, will be one of the top names competing in the professional indoor dirt short track, which will be staged on the final day of the Cow Palace show, Sunday, April 9. Emde, from San Diego, won the big A.M.A. classic two weeks ago on a non-factory Yamaha 350 which was owned by Mel Dinesen of Bakersfield.

At 21 years of age, Emde has been recognized as an up-and-comer for the past several years, first on the west coast road racing scene and, more recently, on the dirt oval tracks as well.

Another rider scheduled to compete in the Cycle '72 professional race will be former BSA factory racer Dave Aldana, who finished fourth in the 1971 National standings in AMA professional racing.



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# "LIGHTNING" STRIKES TROJAN

By Art Loya

Photos by Dennis Greene

SOUTH GATE, CAL., March 30, 1972 — Larry "Lightning" Shaw noted Speedway Class A motorcycle racing star is handsome, single and eligible. He also is elusive. Besides winning the 50-lap championship TT Main Event for 250 class bikes after taking the lead on the 47th lap, the popular ace from Fullerton aboard his Bell Helmets sponsored Yamaha, gave the fans one of the best ever Main Events Thursday night at Trojan Speedway in the TT and Flat-Track program in South Gate.

Two of the most vital elements for an exciting and enjoyablerace, close-quarter racing and a battle royal for the lead, were prominent from the drop of the flag. Dale Hopkins (Bul) jumping to an early lead, was hard pressed by Bob Sanders and his Kawasaki, Bob Brown (Yam), Tom Warren (Bul), Shaw, Dan Corbett (Bul), and Mike Clarke (Bul).

Riding under the perverbial blanket, Hopkins gave no quarter as Sanders made repeated challenges to take the lead, while Brown waited for both riders to make one little mistake. On lap five, Hopkins drifted just a trifle coming out of the fourth corner giving Sanders the opening he probed for in the inside groove. As Sanders now led Hopkins and Brown, Corbett had worked his way from sixth to fourth. On lap seven, Brown, a perennial favorite, spilled on the second jump of the double-jump TT course and in turn was rammed by Corbett. Making a quick recovery, Corbett was able to hold third position over the field of 12 riders, while Brown who escaped injury, made a few hasty minor repairs before re-entering the long, grueling battle.

On the very next lap, Hopkins regained the lead after Sanders' machine lost its chain. At this point a two-way battle started to develop as Corbett pushed his front wheel almost against Hopkins' rear wheel while looking for the pass. Hopkins gave Corbett one of the best defensive riding lessons ever seen on the fifth-mile clay oval. One of the noisiest crowds of the season clearly displayed their appreciation for the action.

Entering the backstretch, Shaw's machine stalled on the 16th lap, and before getting restarted, found himself in fifth position.

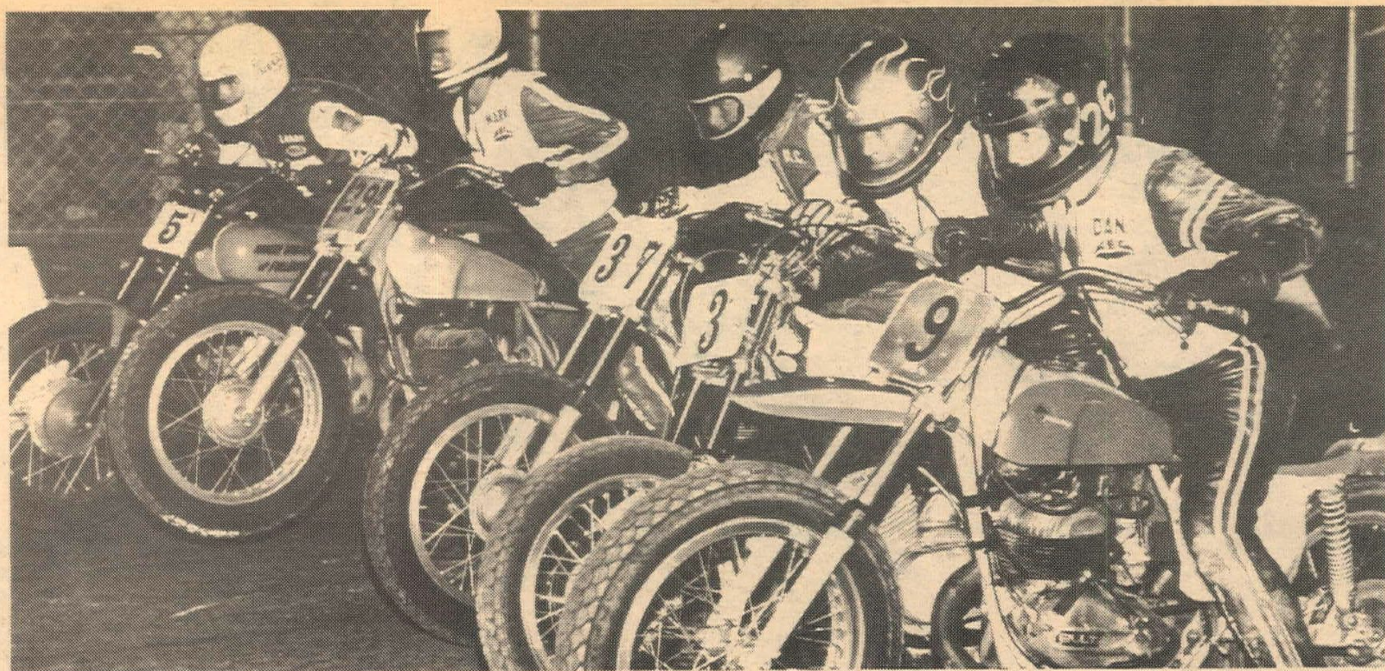
At the halfway point, Hopkins' led over Corbett, as Shaw came charging back to pass both Clarke and Warren to take third.

Trailing a distant third, Shaw started to make his move to overcome a seven-second gap from second position while Corbett, literally breathing down Hopkins' neck, tried every trick in the books to take the lead. Realizing that time and laps were running out, Corbett made two game efforts to take the front running spot as the Downey rider pulled alongside of Hopkins only to lack enough rpm's for the final surge.

With only nine laps remaining, Shaw moved in to make it a three-way battle and the crowd went wild. Hopkins made magnificent moves to hold off both his determined challengers as he gamely hung on to his hard fought lead. On lap 46, Shaw found a precious little acre of real-estate to take second from Corbett, and one lap later, made the same move on the same spot approaching the second jump to take the lead with only three laps to the checkered, as Corbett followed Shaw in the same maneuver to take second.

Despite failing in his attempt to score his second straight 50-lap victory, Sanders and his Kawasakis accounted for five Main Event wins and the 125 TT Trophy Dash. In 100 TT Main action, Sanders scored a win over Allen Swett (Hon), Brian King (Yam), and first Junior, Charles Summers (Kaw). Tom Doty (Hon) came close to stopping Sanders in his usual low-groove maneuvers, regained the lead for the win. Corbett led the first lap of the 100 F.T. Main, but it was all Sanders after that as the Whittier Flash made it three wins in-a-row. Again it was the same story, Sanders over Corbett in the 125 F.T. Main with Swett (Hon) and Robert Crecelius (Yam) following in that order.

The final Main Event of the evening, 250 F.T., saw a 12-rider field in one of the fastest runs for the checkered flag. Broadsliding his mount in an east laydown position after charging deep into the corners, Sanders overcame a first lap lead by Corbett, and then proceeded to easily hold off the field for his fifth Main Event victory. Second was Corbett.



The Rams have their "front four" but Trojan Speedway has its "front five"; Dan Corbett (9), Bob Sanders (3), Mike Clarke (37), Mark Revels (29), and "Lightning" Larry Shaw.

The 125 TT Trophy Dash saw Sanders out-distance King (Yam), Corbett (Kaw), and Jim Wood (Kaw).

A small contingent of some of the finest minicycle performers were on hand to give the fans a little extra treat.

Out-performing many of the more seasoned "regular" riders, the "Little Dynamo", Charles Summers, showed the field what it takes to go against the Expert riders by romping off to a big win in the TT Main for minicycles.

Another fine performance by James Tarantino and Bob Tocco, was an added bonus as both riders teamed up to win the Buddy Race on their Yamaha Mini-Enduro.

(Results on page 56)

ENDUROS—Full coverage Silver RT, Maroon GT and Gold DT available in fiberglass only. The same three colors also available as standard models in your choice of Polycarbonate or fiberglass. Free MX smoked grey visor packed with each standard helmet. Sizes: small, medium, large and extra large.



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# Monotrack Engineering

## presents \$32.43 worth of Kawasaki Mach III improvements

By Art Friedman

I had gotten my front brake sorted out, and the day looked promising. I had just about decided that I would probably take a second or third place as I exited Carlsbad's third turn. As usual, I hit the bumpy section, and the Kawasaki began to chop and bounce. Only this time the chop turned into a speed wobble that shortly thereafter ejected me over the handlebars at 60 mph.

Beyond the din of my Bell Star banging across the pavement I could hear my Kawasaki 500 thrashing about and tearing itself up. "Well," I thought, "no one ever said that road racing was cheap."

Eventually I came to rest. I got up and found the biggest piece of the bike and pushed it off the track.

A fellow walked up to me and handed me a card. "I make a kit that will cure that," he said. I didn't pay too much attention because I was trying to figure out if I had broken my foot.

A couple of weeks ago I noticed that my foot was still purple and remembered that there was another race at Carlsbad coming up. I dug the card out of my wallet: Monotrack Engineering.

I went down to my neighborhood dealer, California Kawasaki, and asked them about it. "Oh, yeah, they've got these foam rubber or something brushings in your swing arm, and they kind of wear pretty quickly, you know. So Monotrack makes this kit with neat bronze bushings and a precision pivot bolt. They have a lot of adjustment to take up any play in the swing arm and frame. Makes a world of difference."

So I figured that I couldn't lose anything except the money and ordered one. A few days later the postman knocked me up (as they say in England) and asked for \$32.43.

"Ah ha!" I thought, "The Solution." So that weekend I dug in. Off came the rear wheel and swing arm. The old bits came out of the swing arm easily. Then the fun began.

The instructions with the kit had warned me that I would have to open up the hole in the frame with a rat tail file or a 21/32" drill bit. After two hours of trying hardware stores for the drill bit I bought a file for 49 cents. It worked pretty well.

Once the hole was opened up I had more problems. The way that the thing works is by spreading the ends of the pivot shaft so that it is a tight fit into the frame. However, it works backwards, too. That is, the frame will compress the shaft and make it impossible to start the bolts in the end. This is made doubly frustrating by the fact that you have to keep pulling the bolts out to fit shims. Mine now has one metric and one SAE bolt since I stripped it.

Another problem stems from the ominous little note in the installation instructions saying that "it may be necessary to spread the frame slightly." Ever try to spread a frame? Someone had told me that they used a hydraulic jack. Well, it didn't work for me, and I about died.

In six short hours it was in!

Did it work? Well, I went back to Carlsbad, but found that the corner had me scared. I just didn't have the faith to run through there on the same line at the same speed. So I never got to compare it there, but I can say that it didn't make a shattering difference in the handling of Miss Thing, my Kawasaki.

Last week I went to Vacaville which is quite bumpy. In fact, it is the world's second fastest motocross track. In the bumpy first turn I did begin to notice a difference. It did track a lot better through there, and it was easier to pick a line. Miss Thing still whipped a lot in places, but was improved. Rear shocks are needed to complete the process. Whether it was worth six hours and \$32 is up to you. I noticed a lot of them on the Kawasaki 500's of my competition, including the winner.

If you are interested drop them a line: Monotrack Engineering, 959-A West 17th St., Costa Mesa, Calif., 92627. They make a variety of super-trick road racing-oriented goodies. Their catalog is \$1 and has neat pictures but no real information or prices. Maybe I'll try their air-oil rear suspension...

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# Cone Opens Texas' Road Racing Season

By John Blanton  
Photos by Ike Massey

SAN ANGELO, TEXAS, Feb. 27, 1972 — Results are out on the Texas road race season opener, and the big winner so far is Mike Cone of Sherman, posting four big wins on the airport course near San Angelo and nearly scoring another one, brought down by mechanical failure. Mike scored big wins in the Open Production class, the 250 heat and final, the 500 heat and the Open Class Final. The closing race at San Angelo last season saw a race-long duel between Jon Minonno's Triumph and Mike Cone's Yamaha TR2, a duel which Mike finally lost.

Not so this time. The Open Class Final found the Yamaha first at the finish, ahead of the Triumph. All of Mike's GP rides were aboard Yamahas, but his mount for the Production class was the Storm-sponsored Norton. In the Open class heat his Norton went sour on him for a change, giving him his only defeat of the day.

Once again there were hybrid races, partly on dirt, partly on asphalt, and surprise winner in the 250 class aboard a flat track-frame Bultaco was Robert Jandebour, previously noted for his road racing activities on a 750 Honda. What a switch! Robert now rides a big Triumph on the road course.

Jon Minonno was the top drag winner, taking the Number One category on his Triumph.

The last word here on Larry Beall Jr.'s injuries is that he was reported in good condition after remaining in intensive care at Shannon Hospital Sunday night. Larry had ridden in the 250 class early in the meet and was riding in the infield between races when his neck caught a wire strung between posts. This sounds like a grim tale told before. Larry Jr. is the son of motorcycle racer Larry Sr., and is a racer of great note in his own right.

(Results on page 56)



Tongue sticking out, Joe Patton apexes a turn and eyeballs the next one.

## One must have knobby ones in Hutchinson.

By Kent Nicholls

WILCOX, ARIZ., March 19, 1972 — As motocross becomes more popular in the U.S., tracks are popping up all over. Wilcox Cycle Park is part of the present boom. Its remote location caused the field to be a little small, with only 45 riders Sunday.

Wilcox Cycle Park is a man-made course about 3/4 of a mile long. The surface is wet sand, making for some neat berms and some nasty whoop-de-dos. At first, it was comparable to a twisty TT course, but, with a three hour practice, riders more or less built their own course.

Racing got underway around 1:00 with the minibikes. This was really fun to watch as the mini-racers had to ride the same course as the big boys. Even if they lack size, they don't lack determination. Reed Sossong and Brad Lax duelled for three motos finally ending up in that order.

In the 125 Nov/Am class, (no Experts came at all) Yamaha-mounted Ken Hardy made a clean sweep.

The 250 Combined class with two Experts and 12 Nov/Ams., was surely the best racing of the day with Experts Keith Coulter and Paul Lax in tight formation for three motos. Poor old Paul (Gre) had to figure how to get by Coulter's seemingly 10-foot wide Yamaha, plus keep AJS pilot Ralph Grinstaff from getting by him. Paul never did get around the Yamaha, but, the Nov/Am riders didn't get by either so all was not lost for Paul Lax.

Land owner-promoter-water truck driver-nice guy Earl Hack, and track manager-equally nice guy Jim Thorne gives one the impression that one is racing in their backyard. Trophy winners got their picture taken, and everyone was invited to come back for the next race in three weeks.

(Results on page 56)

## Lax Wins Expert no-show on 10-foot-wide Yamaha

By Mel Gere

HUTCHINSON, KAN., March 26, 1972 — The sand hills northeast of Hutchinson, Kansas, normally are the playground of coyotes and rattlesnakes, but on this windy and chilly Sunday the place belonged to the motocrossers. An enthusiastic group of riders and spectators braved the winds for a successful day of racing.

The big race in the Open Expert class was for second place as Nick Warren cleaned house on his Husky winning all three heats. Steve Twineham (C-Z) and Harley Phillips (BSA), both local shoes, fought tooth and nail for second place money. Twineham held the edge with two second places against one for Phillips.

Gary Clement made it a double victory for Husky as he also swept all three heats in the 125 Expert class. He was followed by a brace of D.K.W. riders, Mike Levally and Robert Evans.

CZ rider Steve Bahm of Wichita was having the day you dream of in the 250 Expert event. He won all three heats

going away and no one came close. CZ made it evident that it was there in this class as Pete Kaufman, Danny Dixon and Dan Driskill followed Bahm in that order, all on the same make.

The popular Junior events proved to have just as much excitement as the Experts. The 250 class went to the wire with Jerry Atkinson (Mai) and Mike Horn (Yam) tied in points at the finish. Atkinson got the first place gold as he won the last moto, but had to pass Horn at the two laps to go mark.

Don Bachura (Yam) got off to a poor start and finished fifth in the first heat of 125's. He got things lined out and put it all back together in the next two heats and won both of them to get the first place trophy.

Charlie Hanson (Suz) was consistent and finished near the top in all three heats of the Junior Open and accumulated the proper amount of points to cap the first place trophy.

Remember: "You have to have knobby ones to ride motocross."



Edward Green at Mansfield hums along on his little Suzuki.



# Cranke & Thompson & Harshbarger

By Steve Young  
CARSON, NEV., March 12, 1972 — With a good turnout and a good track, the first race of the three-race Carson Motocross series offered spectators a good day's entertainment. The track has been widened, but not smoothed, and still contains many jumps, hills, and a bunch of rough.

The races of the day, in both motos, were the 125 Am/Ex. and 250 Expert events. The classes were full of really fast riders who didn't mind showing off. It seemed mandatory for every rider to cross up any time he left the ground.

Carl Cranke received the first place trophy in the 125 division with two outstanding rides. He started out riding back-to-back motos which made his superb riding even more impressive. Steve Thompson won the 250 Expert first place, also with two outstanding rides. Like Cranke, he seemed to maintain complete control over his machine, on the ground and in the air, without sacrificing any speed. Both are real crowd pleasers.

Robert Harshbarger typically won the Open Expert Division. He utilizes no

show-off tactics, he just rides fast and hard. Since he is strong as a bull he never seems to tire and takes delight in the roughest parts of the track.

The \$1,000 purse, good track, good weather, and good turnout all help to make this series a good series for G.N.G. Racing Association.

(Results on page 56)

## CW MOVIES

One of the highlights of the Cycle World Show (April 13 through April 16 at the L.A. Sports Arena) is the Cycle World Theater.

The latest in motorcycle films gathered from around the world will be shown — 1971 Motocross GP, Ascot TT, Desert Racing, 6-Day Trials, Hope Town, and others.

For your viewing pleasure all films will be shown on a new large screen using a completely new projection and sound system.

On April 15 only a special showing of the Rich Goldsmith/Olympia Brewing Co. film "Cycles West Coast" will be shown.

Make sure you don't miss out on the oldest and best motorcycle racing film show when you visit this year's Cycle World Show.



FWEEP! Carl Cranke (2) whistles at a slower rider.

## Dust Bowl at Bacchus

By Ron Shock and Bob Swenson  
SALT LAKE CITY, UTAH, March 25, 1972 — Spectators, no doubt scared away from the track by dire weather forecasts, did themselves a disservice today by missing a day of fine motocross action at the Fuller Raceway Park. The weatherman lied, you see. So, the crowd was sparse, the wind was blowing, and the track was dry. But what the hell, the sky was blue, the day was warm, and there was plenty of action. What's a little dust among friends?

Don blumenthal kicked the day off with a surprise announcement, Fuller Raceway was going to offer a \$100 prize to any Expert or Pro class racer who could post the fastest lap time in special heats to be held over the next five races. Before the start of each day of racing, riders who wanted a shot at the hundred fish would run two laps around the 7/8-mile course, and their best time would be recorded. At the end of the five races, fastest time wins the loot.

Don Fuller thereupon mounted his trusty 250 Yamaha and cranked off a 1:54.5, hitting ground about every 15 yards on the way around. That's motoring, folks. I put the watch on the 250 and Open events and couldn't find anyone who was doing any better than about 2:08. Oh well, it's something to shoot for.

In the 100 Junior event Rod Lewis (Kaw) had things pretty much to himself, winning all three motos. The only real problem he had was Del Bevan (Yam) who was out for a Saturday drive in tennis shoes, levis, and a T-shirt. He did remember a helmet, though.

The 125 Junior event saw Brent Barrett (DKW) take two seconds and a first to edge Greg Harrison (Dalesman) out on points. Greg, no slouch, took two firsts but lost it three times in the second moto and finished way down in the pack.

There were only two riders in the 200 Junior, and wouldn't you know it, they crashed into each other coming off the line. Getting up first and finally winning it all was Terry Sugden (Yam). Finishing second was Dave Kadleck (Yam). On the second moto, the organizers let the 125's run for practice, and darned if 15-year-old Ken Moore (Yam) who finished third over all in the 125 class, didn't make things hot for the 200 boys, finishing second in that moto, and third overall.

The 250 Juniors, Intermediates, and Experts ran together. Jeff Page (Mai) gathered two firsts and a second to take the overall honors, nipping Steve Pratt (CZ) in the Junior Division. Sam DeAngelis (Hus) motored smoothly and ho-so-swiftly around the course to take the 250 Expert crown, then wheeled his machine from the finish line to the starting line to take the Open races, Expert class, Larry Hinze (Hus) took the flag in the Junior division, and Joe Davis (Hus) was the 2nd place man.

James Page (Mai) made a fine race of the first moto, leading all the way. But he lost his oil drain plug and a couple of gears just yonder the finish line, and was a spectator the rest of the day.

(Results on page 56)



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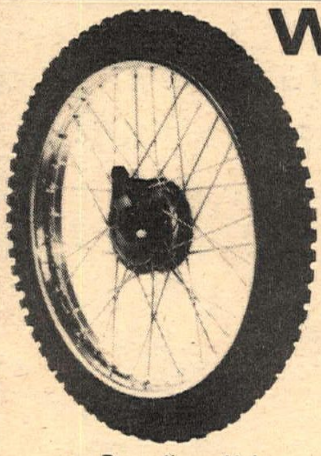
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# SCA Opens Season with So-So Rough Scrambles



Preston Gerber leads Don Fuller (24X) and Bob Brown in the 250 Expert class.

By Larry Knop

Photos by Terry Newfarmer

OGDEN, UTAH, March 12, 1972 — The Ogden Cycle Association's rough scrambles had the largest turnout of riders for a track race the state of Utah has ever seen. Two hundred sixty eight riders attended, competing for trophies and SRA District 26 points. The competition got pretty fierce.

One of the best races, and the biggest surprise of the day, came in the 200 Expert class where Cal Crosby took two out of three heats and the win from Kevin Croft. Followers of Utah racing know that Kevin was nearly unbeatable in the class last year, but Sunday Cal

came from behind twice to put it to Kevin in a great exhibition of racing.

It was a day of surprises. The only Expert class which went as expected was the Open class, where Bob Brown beat Dennis Packard in a good race. Pete Crandall won the 125 Expert class, which is normal, but Jerry Davis and Bob Plumb made him really work at it, which is not.

The 250 Expert class was almost as much a surprise as the 200. Preston Gerber didn't contest the track races last year, but this year with a good track bike, he took the Expert class win. Don Fuller gave Gerber a good battle, but it

(Cont'd. on next page)



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Bob Brown fascinates the spectators with his astounding style.

## Hannas Howl at Fairbanks

By Janet West

HOUSTON, TEX., March 12, 1972 — Competition was extremely fierce in two classes Sunday — the 125 Novice and the Open Expert. Cecile Hanna (Pen) had the crowd lining the track shouting and cheering her on, as she battled with the guys. Cecile was first off the line, and managed to hold her lead the whole race. But, the second heat was unfortunate for Cecile; she didn't get a very good start, and the boys were really after her this time; no girl was going to win. Even though she started out in 18th place, she managed to work her way up to 9th, for a 4th place finish overall. Watch out next Sunday!

In the Open Expert class Bob Graham (AJS) and Brian Fox (CZ) were definitely waging open warfare. A battle has been going on between these two for the past few weeks, with each taking turns winning first place, but lately Brian has been getting more and more of his share, and Graham just isn't used to that. In the first heat Graham came out ahead, with Fox right on his tail for second.

Since a tie would be broken by the winner of the second heat, Fox still had a good chance and knew it. All he had to do to win first overall was win the second heat, and he began preparing, mentally as well as mechanically. He must have done a super job on his brain, because off the line in heat two it was nip and tuck. Fox and Graham began the old switch around routine, first one was ahead, then blink an eye, and the other was out front. In the ninth lap

with one lap to go, Fox got around Graham and was pulling him pretty well, when Graham regained his senses and started realizing that now was the time to go or lose the race. Fox was maintaining a lead, but Graham was working steadily up when his AJS failed in the bottom of a gully, putting him way behind Fox.

The only way to speak of Freddy Hanna is in the superlative. Hanna won both the 125 and the 250 classes handily. He rode his sister Cecile's Penton in the 125 Experts and made it work beautifully. There was no real competition for Fred, and he won up and away. In the 250 Experts, mounted on his trusty Husky, Freddy just blew everyone off. Louis Dill (Hus) got close once in a while, but Freddy was taking no chances, and when he sensed Dill was upon him, he just turned on the throttle a bit more and blasted off. Being super fast, looking so good, and playing fair, has made Hanna much adored and keeps the crowd transfixed when he is riding. He, along with Fox, has become a sort of idol in the eyes of the fans.

Greg Graham could have done a much better job had he watched the line more closely. In the 250 Experts, several bikes were not only inches, but lengths, in front of the guys who chose to play fair, and Graham knew it. The only thing that made the race worth watching after seeing the ridiculous start was watching Freddy Hanna start fairly and then blow the rest of the field into the weeds.

## Hendricks Top 125, yawn

By Jack Dillon and Ken Nicholls  
PHOENIX, ARIZ., March 26, 1972 — Dense clouds of blowing sand were the order of the day at Arizona Cycle Park Sunday. Even so, some 200 motocross riders and around 1000 spectators braved the adverse weather conditions, uncommon for the area.

A.C.P. is noted far and wide for its two super downhills. Picture in your mind coming around a right hander and looking ahead to see the course disappear into nothingness. As you come to the brink, you look down 75

feet of nearly vertical course, interspersed with frequent whoop-de-dos.

125 Expert Ernie Hendricks and his trusty Bul again dominated his class for the (ho-hum) third race in a row.

All of the racing was first rate as usual, especially the last moto of the Open Expert class when Byron Boaz and his big yellow tractor, er, Maico parted company on the infamous downhill. Byron remounted and proceeded to regain the lead, hence first Open Expert.

wasn't good enough.

OCA was better organized and had more workers for this race than for any race in the past. Unfortunately there were some problems which hurt what should have been a great race. The number of riders was not anticipated, and the track was too small to handle some of the larger classes. Overlapping handlebars present problems on the start. Then, too, the track was wet the week before the race. During the morning's practice the ground was moist and great. By race time however the top layer had turned to dry powder in several places.

In the larger classes it was a question of getting the lead off the line or having your radar system in good order. One rider found himself up a tree...literally...when he missed the first corner on a dusty start. Unfortunately your reporter wasn't close enough to record the heretofore unknown warblings of the rare treed tracker and science suffers as a result.

It was a shame that these flaws had to mar a good effort by the OCA. They can be overcome however, and the next race should be a good one.

(Results on page 56)

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By Eddie LaPlante  
REATA PASS, ARIZ., March 12, 1972  
— A few miles northeast of Phoenix was the site of the Rocky Rode Trials. The day was perfect for riding with temperatures in the mid-nineties. Central Arizona Trials Club encourages family participation, and many people camped out at the trials site the night before. There were many people coming from the Tucson area in Southern Arizona.

The trials course consisted mainly of hard granite and sand. There was a minimum of marking with mostly natural boundaries used. The course was made up of fifteen sections, all which were within walking distance of the pit area. Everyone rode the first ten sections, then the Experts rode five special sections with the Amateurs and Novices acting as observers.

The Expert sections were deceiving with off-cambers and steep down hills used to make the sections look harder than they were. Of the fifty-nine entries there were only nine non-finishers.

Going into their second year the Central Arizona Trials Club promises more excellent trials and enduros.

(Results on page 56)



7-year-old Scotty Clark learns trials the right way on Montesa's mini.

### Ascot Half-Miles Start April 7

Riders who dominate the professional National championship circuit call Ascot Speedway their home track. The newly-remodeled plant in Gardena will be open and ready for the fast half milers the first Friday night in April.

The track has new owners and a new name, changing from Ascot Park to Ascot Speedway. It also finds J.C. Agajanian in the role of track manager for the first time in his long and colorful career in racing. Aggie heads up a combine of businessmen who purchased controlling interest from Harry Schooler at the end of last season.

California riders have already won the first three AMA Nationals of the new season and the April 7th opener will have all appearances of a National race.

Ascot's '71 National winner and track record breaker Tom Rockwood will lead a Triumph entry that will include Gene Romero, John Hateley, and Don Castro. Dave Aldana and Don Emde head up the BSA effort with the Harley-Davidson trio of Mert Lawwill, Mark Brelsford and Cal Rayborn ready to make a delayed comeback effort.

Ascot point champion Jody Nicholas and his partner Mel Lacher will again be astride the powerful Nortons that won most of the regular season under the lights events last year. Terry Dorsch will also debut on a Norton.

Yamaha will field their best-ever effort with rookie Kenny Roberts and veterans Jimmy Odom and Keith Mashburn. Taking his first half-mile ride as an Expert along with Roberts will be Triumph mounted Gary Scott, who had the best record of any Junior in Western racing a year ago.

When the season once gets underway on the seventh it will be half-mile racing every Friday night until next Fall, with the exception of one or two time outs for a TT along the way. Ascot is also slated once again for two National races, a TT on Saturday night, May 6, and the annual half-mile National in late September, the week before the second annual Ontario 250 mile road race.

Hateley, Roberts and Emde are the three National winners to date at Houston and Daytona but the Ascot half-mile opener will prove to be more competitive for them than any of the three National races run to date.

Scott Brelsford and the rest of the top Novice riders from last season take their first rides as Juniors on the big 750's and the new crop of Novices is still a big question mark as they try the 250's for the first time.



Dave Thomas.

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# Lap Money Sweetens Sprockets' Pot -- 25 cents?

By Carol Witt

Photo by Karen Hartman

WICHITA, KAN., March 5, 1972 — Jim's Imports, the Yamaha dealer for this area, started a new trend out here by paying lap-money for the first place position at the Sprocket's Motocross. Twenty-five cents (25¢) per lap should really sweeten the pot for the Expert classes.

The 125 Senior and 125 Sportsman classes were run together with 20 riders in all. First off the line were Marvin Whitham (Yam), Wayne Lee (Yam) and Gary Van Sickle (Suz). These leaders passed the score box, but as they came out of the bowl to get the first lap flag, Jim Malone (Pen) collided with Mike LeValley, causing him to ricochet into Marvin Whitham. Malone went on but Whitham and LeValley fell. At this point, Van Sickle had first, followed closely by Malone and David Dixon (Yam). Malone took over first in the fifth lap and carried it on home.

Malone took the first five laps of the second moto, only to lose it to Jon Thurston (Suz) for one lap, who then dropped it to Whitham for the last two laps, giving Whitham first.

By the third moto, Thurston had had a taste of riding in front of the pack and took the first six laps beautifully. Thurston can move on in that sand, but had a little trouble with the back stretch and spun out, leaving Whitham with a clear shot the rest of the way into home. This gave Whitham first overall for the day.

As the rubber band snapped, Gary Witt shot out in the lead of the 250 classes, leaving no doubt as to what he had on his mind. I hate repeating, but once again, Witt rode right on in to first place in all three motos on that bright yellow 250 Yamaha Prototype. Ken McCleave from Haysville (CZ), has been having a few problems with his machine, but today he rode a beautiful race and came in second.

Today the Open classes were all run at the same time, but scored separately. Nineteen riders were in this event, making it very difficult for the riders in all classes. First off the line was Gary Witt. By the time they came around for



Bill LeValley (30) presses on.

the first lap flag, Witt on his 360 Yamaha was still in the lead but Bill LeValley (Mai) had taken over second.

Witt held this spot through the sixth lap and was going into the 7th, when he hit a tire and bent a pedal and had to stop

and straighten it out, putting LeValley into first.

(Results on page 56)



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# CMC Utah Holds Junior Meet

By Bob Swenson  
Photos by Kurt Woolley  
SALT LAKE CITY, UTAH, March 12, 1972 — CMC Utah held their first all-Junior motocross race today at Fuller Raceway Park with made-to-order weather.

The 125 Juniors put on the day's best show. Henry Smith (Pen), Ken Moore (Yam), and Brent Barrett (DKW) dived head to head with one another for all three motos. Moore staved off the charges of Barrett and Smith in the first moto. Barrett dropped his bike and Smith moved up to put the pressure on Moore, but Moore took the moto with Smith and Barrett second and third.

Moore got caught napping at the starting line and Smith went on to take the second and third motos. It was Smith's third win in three starts so far this season.

There was a good field of 250 Juniors and they had a real slam bang afternoon. The first moto saw Greg Burton (Hus) and Jerry Storm (Oss) going around the course like they were glued to one another. Burton pulled it out for the win. In the second moto Ralph Forsbee (Kaw) got a super hole shot off the line and managed to hang on for the checkered flag. Burton (Hus) finished second. The third moto was a repeat of the first with Burton and Storm running first and second. Consistency was the word as the Open Junior class saw Jim Page on his Maico just walk away from the rest of the field. In the 100 Junior class it was John Page, (Jims brother) who took all three motos wire to wire. It was quite a day for the Page brothers.

(Results on page 56)



Dale Blood (100) emerges from the dust in front of Mike Lind.



First 250 Novice Richard Banty, Jr. flies on a Husky.

## Miller Pulls 3rd Moto Trick

By R. Miller  
LAS VEGAS, NEV., March 12, 1972 — For the first time in Las Vegas Motocross club races there was a tie for first place. It was in the Mini-bike class that Bothwell, Zachery, and Zack all got a 1, 2, 3, in their three heats of racing. Starting with our next race, April 2, LVMC will go to International type scoring with the last heat being the tie breaker.

Mark Milford (Hon) 3-2-1 was the most consistent rider in the 100 Novice class. Doug Stadlander (Yam) with a 4-3-1 got better every heat, though he lost second place to Chuck Christiansen, who finished with a 1-2-3 for the day.

Following a hard earned third in Cal. Sat., Paul Williams showed the troops the way around the track with two firsts and a third, Williams definitely was the smoothest and the fastest of the 17 Novices. Kye Sideri (Hon) looked good the last heat but finished third behind Steve Holdread (Yam).

The race of the day was 250 Amateur-Expert. Going into the third heat, any of three riders could have won. Tom Miller (Bul) smoked them in the first heat. Bob Walling (Bul) charged hard in the second heat to lead. Meanwhile, Mark Mason (Oss) and T. Miller were fighting through the pack in an all-out effort to catch Walling. Mason did the trick, but not easily.

Going into heat number three, it was all pressure. Miller must have figured three's a crowd because he smoked away from the pack immediately, leaving Walling and Mason to fight it out. Third place changed a couple of times with Mason finally outlasting Walling. Alan Wall on his Husky, will ride Amateur next time out. He ran away from the 500 Novices. Suzuki's smashed the 500 Am/Ex class with Dennis Kelley winning the Amateur class and Don Hartle, (No.1 desert racer) doing the job in the Expert race.

(Results on page 56)

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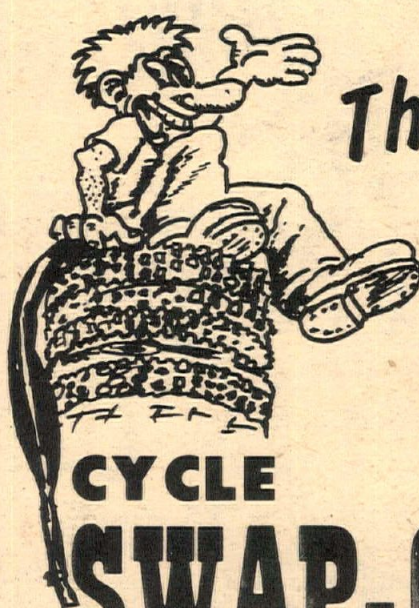
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## Sandy Indoor for Corpus Christi

By Rita Gunter  
CORPUS CHRISTI, TEX., March 5, 1972 — Indoor races were held for the first time in Corpus Christi's Coliseum today. The local riders were dominant but the promoters hope for better participation from out-of-town riders next time these races are put on.

The concrete floor was slick and sand from the sand bags used to mark the inside of the track made it worse. The races were held up a few times while the sand was swept from the track.

With a few exceptions everyone played "follow-the-leader" during the heat races. The first 100 heat turned into a duel between Rick Davis (Kaw) and Pat Craig (Yam). Rich finished first with Pat a close second.

The first 250 heat had to be restarted after Joe Salem (Yam) went down hard in the first turn. After regaining his breath, he was able to restart with the rest of the riders.

After two restarts (one caused by Pat Craig's handlebars getting stuck in the rear wheel of Jake Warren's Hodaka) the 100cc final was won by Richard Morris (Suz).

George "Lizard" Larzelere (Bul) added a little pizzaz to the 200 final when he wrapped a sand bag up in his rear wheel and spread sand all over the track. This race, after a restart and a track cleaning, was won by Rhett Wilder.

Bodie Craig won the trophy dash as well as the wheelie contest. He showed the crowd a wild, feet-down wheelie lasting for five laps around the track.

More races are scheduled for the future in the Coliseum and everyone is looking forward to these excitement-promising events.

(Results on page 56)

## Ariz MX: Forceps & Steady Hands

By Kent Nicholls  
PHOENIX, ARIZ., March 14, 1972 — This year, summer may be coming early to Phoenix, Arizona as Mom Nature provided clear skies and gentle breezes. Even with the unseasonably hot

weather, Arizona Cycle Park enjoyed over 200 riders and nearly 2500 spectators.

Even with the absence of the California hot shoes, motocross fans were treated to some fine racing. Such as 125 Expert Ernie Hendrich's total domination to his class for the second race in a row.

Expert Frank Fruciano rode the 125 and 250 classes and got a second in both. He and Tusconian Sam Redmen had the race of the year in the third moto of the 250 Expert bash, dueling wheel to wheel for four laps. On the last

lap, Redmen got by..barely..and therefore topped Frank and the rest of the field.

The Novice and Amateur classes averaged around 33 riders, which made for some very spectacular starts (with very few crashes).

While the water truck was touring the course, I was walking through the pits and saw a very extraordinary thing. A man who looked like a character from the movie "M.A.S.H." working on his CZ with a pair of forceps. Now it's not every day that one sees a man working on his CZ with a pair of forceps, so I stopped to talk. It turns out that he is Dr. Peat, a surgeon at the V.A. Hospital in Tucson. Dr. Peat campaigns his CZ on weekends as a change of pace. It shows that motocross doesn't cause shaky hands.

(Results on page 56)

## Camaraderie in Colorado

By Jim Bensberg  
FLORENCE, COLO., March 12, 1972 — Under the newly acquired sanction of the A.M.A., motocross got off to a fine start today. It wasn't spectacular and didn't have big name riders or even a P.A. system. It was, however, typical of the racing so common to Colorado. The competition was keen as usual, but it still retained a high element of good sportsmanship and camaraderie that is growing increasingly rare in today's growing sport.

Action got underway in the Mini division with Scott Bennet taking top honors. The Junior class smacked of Women's Lib as Cindy Moore aced her

male counterparts in a well-deserved victory.

In the 125 class a bit of riding brilliance was shown by Arlo Englund. This youngster promises to become one of the area's top riders in time. Arlo won handily but was constantly dogged by Tom Aldrich.

Probably the fiercest competition was exhibited by the 250 A riders. A noteworthy event took place in the first moto as a footpeg on Vic Barlich's Maico broke during the fray. Barlich limped to the pits and emerged on a fresh bike. Although no protest was filed, several riders seemed somewhat disgruntled over the fact that he was allowed to remount. Such antics failed to overcome Mark Gouss and his trusty Bultaco. Despite a badly ailing clutch assembly, Mark managed to accumulate sufficient points to beat two heat winner Barlich. Vic came from last place out of the hole to win the third heat.

Lonnie Houtchens rode his Suzuki to victor in the Open class ahead of a well ridden 500 Beezer mounted by Mike Trapps.

The rule requiring silencers on all bikes was certainly well accepted by rider and fans alike. It is a long time coming, but it is hoped that its effects will be felt elsewhere.

As was mentioned before, the carefree attitude and friendly people really made the race.

## AMA CLUBS, OFFICIALS AND DEALERS HONORED DURING DAYTONA SPEEDWEEK

During this year's Daytona Classics the American Motorcycle Association hosted an awards ceremony at Peabody Auditorium to honor the outstanding efforts of many of its members.

The Salinas Ramblers Motorcycle Club of Salinas, California, won the AMA's most coveted club honor — the 1971 Club of the Year Award. The Ramblers have been actively involved in improving motorcycle's public image since 1934. They are most noted for their annual cerebral palsy benefit scrambles which in the past 10 years has netted more than \$62,000 for the fund.

Mrs. Betty Snyder of Lebanon, Pennsylvania, a housewife and mother of three, was named as the AMA's Typical Girl Rider for 1971. Betty,

representing the Lebanon Valley Motorcycle Club, has been riding a motorcycle for 13 years and was chosen as the top girl from more than 50 entrants.

Everyone's perennial favorite, Dick Mann of Richmond, California, easily won Top Male Rider honors for 1971.

Joan Watson of Pompton Lakes, New Jersey, captured top honors in the AMA's dealer membership contest. She not only won her class, but she also won top honors for the entire country.

For their unselfish efforts for the benefit of professional competition, Ray "Chub" Kellum of Lawndale, California, and Duke Pennell of Columbus, Ohio, were presented with "Referee of the Year" and "Starter of the Year" awards, respectively.

\*\*\*\*\*

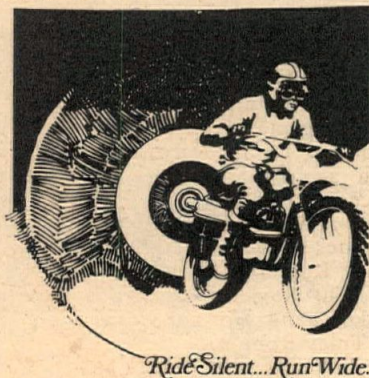


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# EXPERTS STORM BEARDSLEY TT

By Ned Said

PHOENIX, ARIZ., March 12, 1972 — not too long ago the Novice races were packed, especially in the 125 and 250 classes. Who ever heard of two heats of 250 Experts and a semi-main at Beardsley? Well it happened for the first time at today's TT at Beardsley. Surprisingly, the heat races in the 250 Expert class were the most exciting.

The first heat after the first lap looked like a restart. They were so tightly packed and changing places it was impossible to keep track of the riders. This continued right up to the checkered flag. The honors went to Art Fredenburg who held that tiny margin the entire race.

The second Expert 250 heat was also exciting in a different way. Every rider went down except one. That rider was Rick Kraft and he won the race.

In the 250 Expert main event Jaye Chaney led and won the race. Rob Dameron (Mon) came from last place to work his way through the pack for a good second place.

In the 125 Expert class main event it was Ron Adams first off the line. By the end of the straight Cliff Allison passed Ron and kept the lead. In the meantime Bob Dias (a new Expert) took third place away from Larry Barrington up until the last lap, Bob came over the jump in a long slide and Larry immediately regained his third place. It was Cliff, Ron and Larry to the checkered.

A new amateur, Mike Selby, moving up from the Novice class proved himself immediately by taking both the 250 and 500 Amateur main events.

The spectators and riders were kept informed by the race announcer who with a very articulate, clear, concise voice was magnificent in describing each event and starting line-up of riders. Who was he? None other than 12 year old Tracy Robinson who normally rides in the 100 Novice class and is nursing a broken hand. Howard Cosell make way for Tracy Robinson.

(Results on page 56)



Number 68, foot down.

## Tucson: Bland Track & Far-out Racing

By Kent Nicholls

TUCSON, ARIZ., March 26, 1972 — Like other towns, Tucson has a drag strip. But unlike most, Tucson's also has a motocross course. The Tucson Sandbuggy Assn. stages a race on this course the third Sunday of every month as a prelude to their dune buggy races later on in the day.

The course, which is fun although somewhat narrow and unimaginative, is carved out of the densely vegetated desert next to the strip. The only really

rough section was the very long main straight with its ready-made washboard containing ruts a foot deep, two feet apart. Although the course was somewhat bland, the racing was far-out. The 100cc class, consisting of five Hódakas and one lone Kawasaki, was dominated in all three motos by Ace pilot David Holmes.

The 125 class, 25 strong, was won overall by Ivan Russell. Everywhere Ivan went, there was flyin' Steve Strasser in hot pursuit. But, fate had it that the

pursued would never become the pursuer.

In the 250 Combined class, Ed Avery executed the most beautiful riding of the day; still, he only garnered a second. Lloyd Peters came back from a poor showing in the first become top dog in the 250 class.

It was Suzuki day in the Open class as Bill Hotchkiss and Ivan Russell (remember him?) finished one and two on their big Cyclones.

(Results on page 56)



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Kenny Zahrt Catches a few winks between motos.

## CORONA HOS

By Buzz Baty

CORONA, CAL., April 1, 1972 —  
Today may have been April Fool's Day,  
but Kenny Zahrt didn't do any foolin'  
around. Outside of winning the 125  
Expert class, the 250 Expert class and  
the overall in the three-moto race  
between the Corona team and the  
Canadian team, a total of nine motos,  
Kenny just laid around and enjoyed a  
beautiful sunshine day. Oh yes! he did  
walk up to the track office and pick up  
\$150 for his day's efforts.

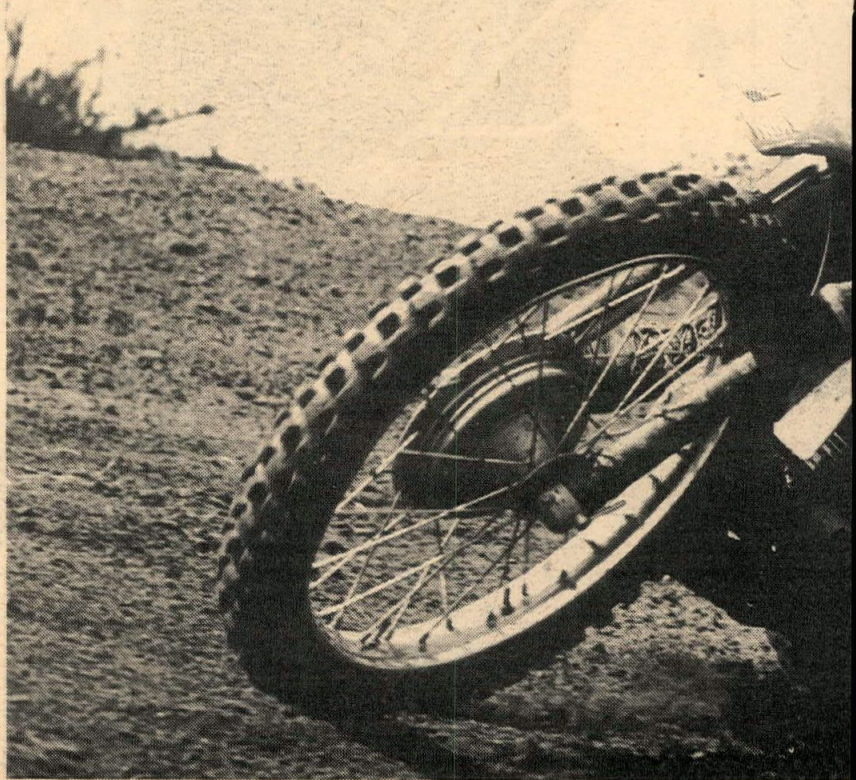
Ken's score for the day went like so,  
two firsts and a second in the 125  
Expert, two firsts and a second in the  
250 Expert, a first, second and fourth in  
the team race. Watching the last three

motos, it was easy to see it was just  
about ready to run out of gas. If he  
weighed more than one hundred pounds  
and was a little older than barely  
sixteen, he might have gone nine for  
nine.

It is written that if you can't say  
something good about something or  
someone, don't say anything. The riders  
from Canada gave it all they could.  
They were willing but a bit short on  
ability. The ones I don't want to say  
anything about are the ones who  
arranged for these kids to come down  
here and didn't deliver what was  
promised.

Rex Staten was called on to ride the  
second and third rounds of the team

Rex Staten.







Jim Hale had a little fender problem

# TS CAN-AM

race on his 250 CZ, and he smoked the field so bad he was lapping some riders as easily as the fourth lap. The teams were made up of 100 Juniors, 125 Juniors and Expert, 250 Junior and Expert and 500 Junior and Expert. But they all raced together, 14 riders total. So you can see that Ken Zahrt's first round win, his second and fourth place finishes were really outstanding examples of riding ability, and Rex coming on to blast the field wasn't too shaggy either.

The American team riders finished 1-2-3-4 with the highest placing Canadian coming in fifth, Tom Kratzer.

We were told by the Canadians that they were promised races for good purses, gas money, motel rooms, spare

parts, food money, and that the people who had arranged this deal had not delivered on a thing, except some cheap flea-ridden motel rooms. Better luck next time, guys.

A brand new Expert was born today. His name is John Hryniewicz, (pronounced Huh-rank-a-wits). John has been riding as a Junior; in fact, he rode Lions last night as a Junior in the 125 Expert. So today he signed in as an Expert. How did he do? Just fine. He finished third behind Zahrt and Ray Lopez in the first two rounds and then decided he had gone to school long enough and won the third 125 Expert moto. Watch yourself in the tight stuff, John. It's for money now.

(Results on page 56)



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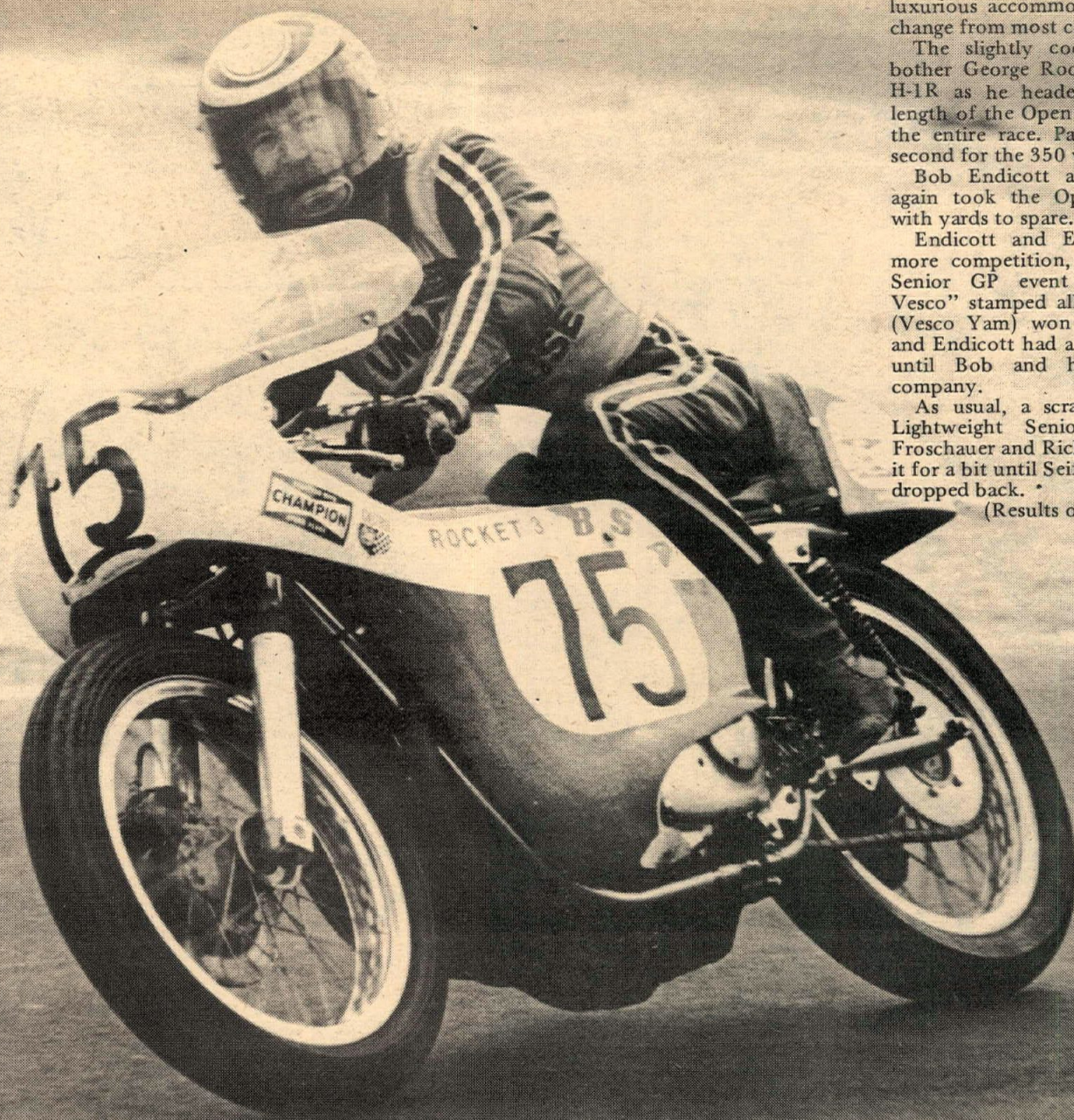


Photo by Dennis Greene  
RIVERSIDE, CAL., March 26, 1972 — The ACA held its first Riverside Road Race of the year today. Riverside's luxurious accommodations offer a nice change from most courses.

The slightly cool weather did not bother George Roche on his Kawasaki H-1R as he headed the field for the length of the Open Senior GP Event for the entire race. Pat Evans came home second for the 350 win.

Bob Endicott and his Honda 750 again took the Open Production win with yards to spare.

Endicott and Evans found a little more competition, though, in the 250 Senior GP event which had "Don Vesco" stamped all over it. Mike Lane (Vesco Yam) won handily, but Evans and Endicott had a dispute over second until Bob and his machine parted company.

As usual, a scrap developed in the Lightweight Senior GP race. Steve Froschauer and Richard Seifried went at it for a bit until Seifried had trouble and dropped back.

(Results on page 56)

Gee, George Kerker always looks like he's having such a good time.

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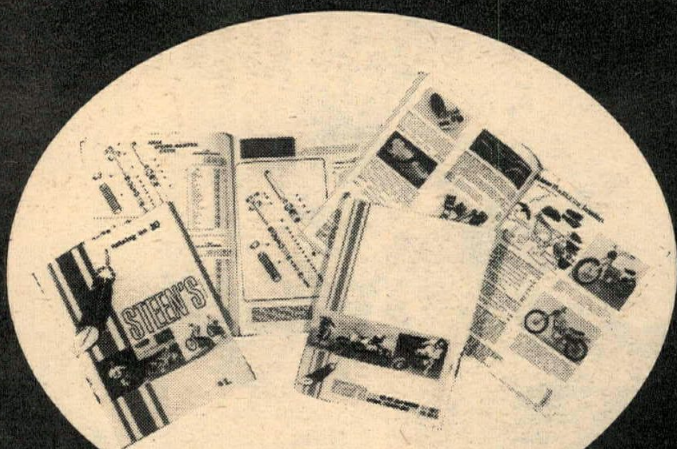
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# Weather Waxes RAT Racers Except Ramon & Weatherwax

By Al Fols

ADELANTO, CAL., April 2, 1972 — After a rather windy Saturday night, Sunday was nice and warm for the Racing Action Team Hare Scrambles.

Many novice riders from Saturday's District 37 European Scrambles held at Hi Vista braved those cold winds and ventured over to the R.A.T. race.

In attendance was Wallis (Guy) Weatherwax, leaving his wife, Diane home with a new born baby girl. Wallis, the most publicized novice in the United States, finished second overall.

(For the rider's convenience, R.A.T. officials had made some handsome signs leading the racers into the pits. So handsome, passing motorists removed some of the signs from Highway 395 at the pit entrance.

The rider's meeting was held at 9:30 a.m. sharp, and the start was promptly at 10 a.m. Just as advertised.

Novice and beginners swarmed away from the start all at the same time. First into the pits and first overall winner was Ramon Lowe, 250 Novice. Ramon struck another victory for those over 40.

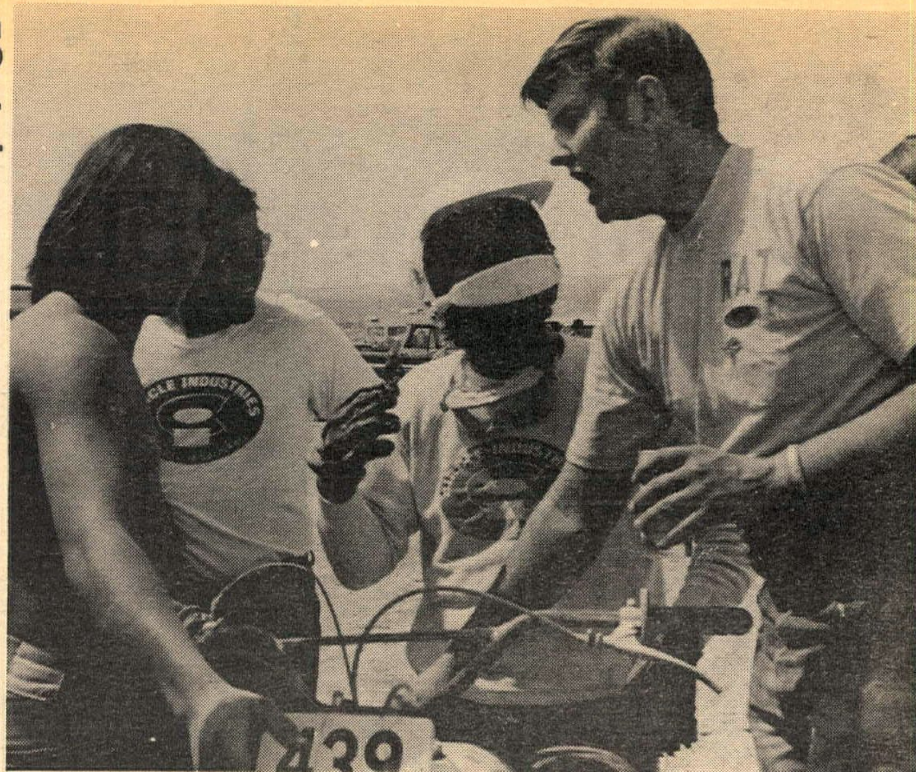
Paul McDowell, age 7, was the youngest entrant and finisher on his 60cc Yamaha Mini-Enduro.

At about 94th overall was Robert Berryhill, age 50, the oldest finisher.

By executive decision, the Racing Action Team promoted all beginners in the top 100 overall finishing positions to novice riders. The officials have also decided that any novice finishing first in his class twice at a R.A.T. race will have to race District 37 events from that point on.

Any beginner finishing in the top 10 percent of his class on more than one occasion will be classed as a Novice rider.

(Results on page 56)



I said 'my hand is caught inside the gas tank!'

## NORTON PRESS RELEASE

The past 18 months has seen the rise of the Norton as a serious contender for top dirt honors. This is borne out by the numerous successes of the Allison Nortons with Jody Nicholas in particular. Jody and Mel Lacher (750 Axtell Norton) finished the 1971 Season Championship respectively 1st and 2nd High Points.

The Half Mile Season opens with a bang on April 7. The promoters, Agajanian Enterprises, Inc., have not yet announced the full program for the season, but Norton Villiers Corporation, in order to encourage the riders of Norton machines, are very pleased to post a \$250 Contingency for the weekly motorcycle races, apportioned as per the schedule below.

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| 1972 Half Mile Championship — High Points Junior | \$400.00          |

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## SIERRA MESA GRAND PRIX \$5000.00 1st ANNUAL MOTOCROSS

The Yuba-Sutter Motorcycle Club presents the SIERRA MESA GRAND PRIX, 1st Annual Motocross on April 22-23, 1972 at the Sierra Mesa National Raceway 12 miles east of Marysville, Calif. on Highway 20. Limited entry Sportsman event to be run on Saturday. \$5000 guaranteed professional purse to be run on Sunday. Entries close April 10, 1972. Mail entry — professional \$15, Sportsman \$7.50. POST ENTRIES — \$25 additional. Mail entries to Yuba-Sutter Motorcycle Club, PO Box 960, Yuba City, California 95991. Beautiful overnight camping at the ALL NEW Track. Contingencies for Sportsman riders.

### SIERRA MESA GRAND PRIX 1st Annual Motocross

OFFICIAL ENTRY BLANK  
(Print Clearly)

Class \_\_\_\_\_  
Riding No. \_\_\_\_\_  
Engine size \_\_\_\_\_ cc

NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_  
AMA No. \_\_\_\_\_ EXPIRES \_\_\_\_\_  
Make of M/C \_\_\_\_\_ Motor No. \_\_\_\_\_

I hereby agree to conform to and comply with the rules governing this contest in connection with the Competition Rules of the Yuba-Sutter Motorcycle Club and District 36.

#### ASSUMPTION OF RISK AGREEMENT

I hereby acknowledge that motorcycle racing is a dangerous sport and agree to assume all risk of loss from injury or property damage to myself or others due to attendance and participation in this event and specifically hold harmless now and in the future from any responsibility or loss the Yuba-Sutter Motorcycle Club, its officers and agents, Charles McNiff, his officers and agents and any participating or contributing worker or sponsor, its officers or agents. I also relinquish all rights to be filmed at this event for television or other such use as the Yuba-Sutter Motorcycle Club might have for such film.

Signature of Entrant \_\_\_\_\_ Date \_\_\_\_\_

PARENT SIGNATURE (if under 21) \_\_\_\_\_

PROFESSIONAL ENTRY \_\_\_\_\_ SPORTSMAN ENTRY \_\_\_\_\_

AMOUNT ENCLOSED \$ \_\_\_\_\_



By Tom Culp

Almost ten years ago Yamaha introduced its first dirt racer in the States. It carried the Southern California influence not only in name ("Ascot Scrambler") but was designed exclusively for that superfast, smooth track racing.

Times change and so do motorcycles, we hope. The big thing was TT Scrambles back then; now motocross is it.

When we picked up the latest Yamaha 250 and 360 MX models we gave them the old once-over and got our basic questions answered. Then we loaded up to find some legal dirt. As we drove along my mind drifted back to that first scrambler, that evil-handling YDS-3 "Ascot" I set up to challenge the Honda barrage at Prado. (That's the super-smooth, fast TT that was, that isn't, that some wish was again, but it's gone.)

Reality came back as we pulled into the gate of our local motocross course at Lions Drag strip. Alas, closed; hanging more lights for the night races. Shot down already. Well there's always tomorrow.

When I finally did get the Yammers on the tight little course, two weeks of Scrambles riding had given me the feel of the bikes and an understanding of

they're race-readiness. Looks sometimes can be deceiving, but not here. They are plus in both categories.

The only differences between the two are in the tank striping, the 250 being red and the 360 black. The 250 has the taller, narrower finning on the head and, of course, the engine numbers and barrel markings. The 360 weighs three pounds more and offers eight more horses. The fenders are of unbreakable plastic; the same material is used for the number plates.

The overall eye appeal of both bikes is great. The outside fin has been polished as have the edges of all other fins. Fine detail work. The alloy wheels are good for lightening things up but sure are going to play havoc when the going gets muddy.

The high tucked-in pipe is the only downfall in workmanship. It's tucked in the best of any stocker I've ridden but as always production methods dictate the old pressed-steel seamed design. A number plate also serves as the heat shield and does the job without getting in your way.

The shield also serves as a cover for the oil injection oil reserve tank which is just a shade on the small side. The tank holds enough oil for just two tanks of gas, enough for motocross. For enduros and other long-distance races, this will



The author looks serious for the camera. The 360 is the one with the black stripe.



Lots of torque throughout the range makes tricks like this E-Z.

#### YAMAHA DT2-MX 250, RT2-MX 360 SPECIFICATIONS

|                    |                                                         |
|--------------------|---------------------------------------------------------|
| Engine             | 250 (360) 2-stroke, 7-port, reed valve, single-cylinder |
| Displacement       | 15.01 cu. in. (21.42 cu. in.)                           |
| Max Horsepower     | 31 bhp @ 8,000 rpm (39 bhp @ 7,000 rpm)                 |
| Transmission       | 5-speed constant-mesh                                   |
| Starting system    | Primary kick starter                                    |
| Weight (net)       | 224 lbs. (227 lbs.)                                     |
| Lubrication system | Autolube plus gas-oil mixture, 30:1                     |
| Ground Clearance   | 8.9 inches                                              |
| Wheelbase          | 55.1 in. (55.4 in.)                                     |
| Overall length     | 8.27 in.                                                |
| Caster             | 59 degrees                                              |
| Trail              | 5.5 in.                                                 |
| Overall Height     | 44.5 in.                                                |
| Tires              | 400x18 rear, 300x21 front                               |
| Price              | \$999 (\$1098)                                          |



One foot down on the 250. If the silencer looks as if it's about to fall off, that's because it is.

pose a problem. Another disadvantage for the longrunners is the tank size and filler cap. Not only is the size of the intake hole small but the screw type cap takes lots of time to undo and the gasket will quickly get lost in hurried pit stops.

The front forks are excellent while the rear shocks are the best stock rear units out of Japan I've run across. The new alloy conical hubs, another weight saver, are fitted with more than adequate brakes. As has been the practice with all the Yamaha dirt bikes since the DT-1s, a floating rear hub is incorporated. This item is neat when braking over rough ground. It stops all that hopping and skipping that tends to put you on your ear.

The seat is a comfortable three-quarter-length number with little more than adequate padding but nice and narrow. As has long been the standard the Yammers come with Mikunis, all black, very sharp. Probably the most popular stock carb on the market. The stock 59 degree caster and 5.5 inch trail can easily be changed since the forks are adjustable at the crowns, another plus. All types of courses are not the same, you know. However, not many riders have the knowledge to experiment with frame geometry so stock is fine.

Another neat item is the small brake pedal. It is only large enough to do the job, not some big gobby thing that

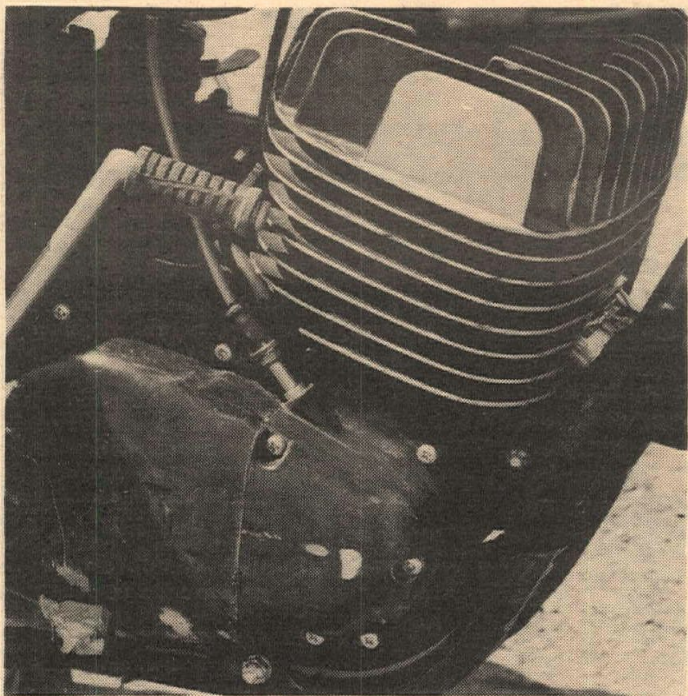




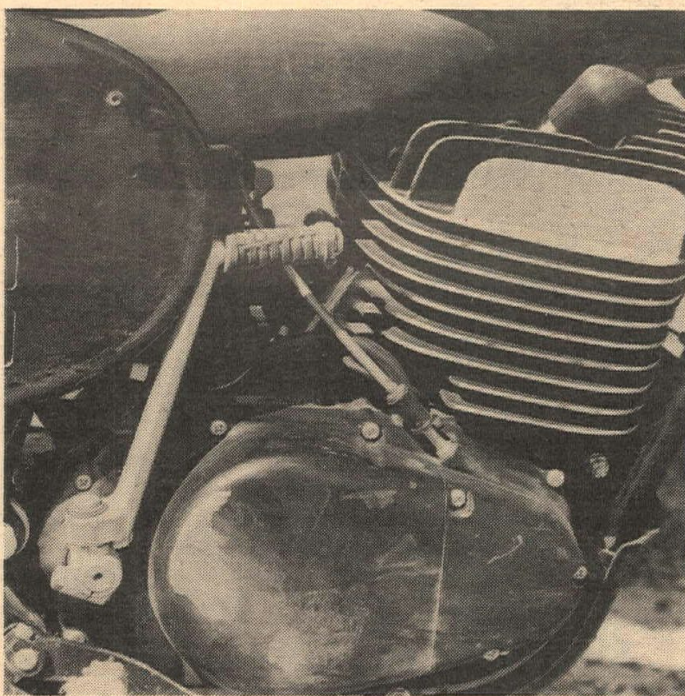
Our test riders and test bikes look tuff.

# DT2-MX 250CC MOTOCROSS

# RT2-MX 360CC MOTOCROSS



Find the differences: The 250...



...and the 360.



With all that power on the pipe the suckers really slide

bends or breaks every time you drop the machine.

The air box is mounted high under the seat and a foam element type cleaner is used. Both the 250 and 360 are supposed to come with pointless electrics but the 250's aren't fitted with them as yet.

The tank comes off very easy, like all the tanks in past models. Just lift the seat and take 'er off, exposing the coil, etc., for easy checking.

Both come fitted with 21-inch front and 18-inch rear wheels with full knobbies, another move toward the Ultimate Racer.

Now that we're doing checking them out, let's see what this seven-port two-stroke wonder can (or can't) do:

The tricky-sounding "Torque Induction" is strictly Wilshire Blvd. advertising for "reed valve". Yamaha went one better on the reed valve by designing nylon reed. This saves you buying a new piston should the reed go and the nylon should be less likely to break in the first place. Also the special piston will be far less costly than buying a stocker and having it machined. Of course, the ad agency people know this (hopefully) but they are trying to get this thing across to the new motorcycle buyer.

Taking to the Lions course we discovered neither bike comes off the line well as they both were set up extra rich. The factory has this idea that we all ride flat out so rich is the way to go. We all know this is only done when pretty female types are watching or when writers get overimaginative in Cycle News. In checking with our local dealer, Long Beach Yamaha, we were told that the shim in the oil pump is too large and a smaller one does wonders. So we just changed the plug to a hotter one and made sure we kept it on the pipe.

The bike worked better, except on the starts. First and second gear went a bit flat on top end. But third and up pulled strongly even at low revs. This type of info just points to the fact you should know your dealer and go to one that you know is going to set it up right and stand behind what he sells. Yamaha has long had one of the best dealer networks and service bulletins are continuously going to dealers. These two are so close in size and weight they are hard to tell apart so while testing we yanked off the 250's number plate just to make it easy for our photo identification. The handling on both is spot-on and matches any on the market today. I should mention here that these are box stockers not prototypes as some other have tested. I got the word that the 360 was very pipey and this proved true on the bike I rode at Ontario when Yamaha had the press showing long before the production models arrived. The 360 we had was pipier than the 250 but still not at all unmanageable. The power band comes on in all the right places when you want it and I found that using more throttle control works much to your advantage. This means to blip the throttle, not just fly headlong into the real choppy stuff and through corners. Next time the Europeans are here just pick a spot and listen for this.

I did find that the 360 will put forth more power to the rear wheel than adhesion will allow; thus, more concentration must be given to coming out of corners on the 360 than the 250. This is not saying the 250 won't also do your number, though.

When lofting over the one awesome jump at Lions the suspension did take most of the beating but it still is hard coming down and this is the only time I had any trouble with the gear box. The 360 on occasion would pop out of gear from the impact. All gears and neutral were easy to find and shifting was positive even when this popping out occurred.

Both bikes had a tendency to instill over-confidence and while the 250 never got me its big brother made up for it. Lions has a right hander at the end of the only straight with a jump type turn, then a quick left. The idea is to drive off the top, not jump. Remember that throttle control? I forgot. I crested and sideways it went. Now you know what happens when a sideways motorcycle touches a straight track. That's right, it spits you over the bars. Sure glad the photog had headed home.

In all, Yamaha has come up with what motocrossers need to really be competitive and at a price that sure helps the old racing budget. They are plenty fast box stock, handle well, and sits you comfortably from the moment you first throw a leg over.

Photography: David Swift



# HANGTOWN: GROSSI, LACKEY

By John Bethea  
PLYMOUTH, CAL., April 1-2, 1972 — Fate paid a visit to Bob Grossi today in the 250 Pro Motocross class at the Dirt Diggers North's annual Hangtown Motocross and he turned back the best and largest field to win. His early threat came from Brad Lackey, listed in the program as "the No. 2 rider in the nation". But after a first moto spill and a second moto win, Brad pulled out to concentrate on the 500.

In that class, Brad beat all — handily. After one lap he'd be holding a dominating 100-yard lead and that was the story. By moto 1 of the 250's, he was turning 2:07 laps; but in the 500, 1:58 was typical and only Gary Jones could almost keep up at 2:00. Grossi had hoped to have a strong go in the 500, but after a few spills his Husky "that really feels strong" before the races began to bog down. That's where fate stepped in.

Bob had borrowed a friend's 250, had ridden it in practice, but said it was sluggish. But he decided to ride it anyway.

A sluggish start in moto 1 found Bob wasy back in 10th place after one lap. Lackey (CZ) was leading at that point with Billy Payne (Mai) in close quarters with Billy Clements (Hus). But the standing quickly changed on the next lap when Lackey went down and was out of it. Bob was pulling up to sixth with Peter Lamppu (Mon) on his tail.

With the race half completed, Clements — who had zapped Payne for the lead — was battling to hold it while Bob moved into third ahead of a now-flying Mike Runyard (Mon) whose starts leave something to be desired.

The rough course, taking its toll on

many of the 53 riders, soon started on the leaders and Clements began dropping off the pace. First Clements, then Payne were caught by Grossi and with four laps remaining, Grossi was rolling away on the "borrowed" bike. Finishing second was Payne with Runyard a tick of the clock behind in third. Lamppu still was charging but couldn't quite catch Clements at the flag.

Lackey was back being a terror in the next round with Grossi, Payne, Clements and Lamppu all chasing him. In vain. In the end, however as Grossi closed to second, Lamppu third, Payne fourth and Runyard, one of the last of the 50 riders to round turn one, amazingly fifth.

While his own 500 had troubles, Grossi's borrowed Husky was running superbly and the final round wasn't in doubt when he got a great start and trailed only Payne and Clements. He tucked and weaved on their tail for two laps. He caught them on the finish line straight and took over to never trail again, although Lamppu staged a late race rally and was still pulling up at the end. Clements took third with Payne fourth giving Grossi the overall win with Lamppu a fine second on his new proto-Montesa.

A week earlier, Lamppu was having troubles getting acquainted the machine, but today things clicked. Payne's consistent starts earned him third over just as consistent Clements. Runyard broke a rear shock mount midway through the final heat, but still managed to cruise in with a fifth overall.

But Lackey (Kaw) was still the dominating force today. There wasn't one moto all day that he rode that he



Tom Rapp dominated the 125 Pros in all three motos.



Typical of Bob Grossi's style. Here he has his wheel on the ground off a jump some five feet before his competitors land.

wasn't in the top three into turn one. He's hard enough to beat once the race was underway, but even harder to beat off the line. Gary Jones (Yam) gave chase in the first and third 500 motos, only to finish second twice and put himself out of the top money with a second round motor failure.

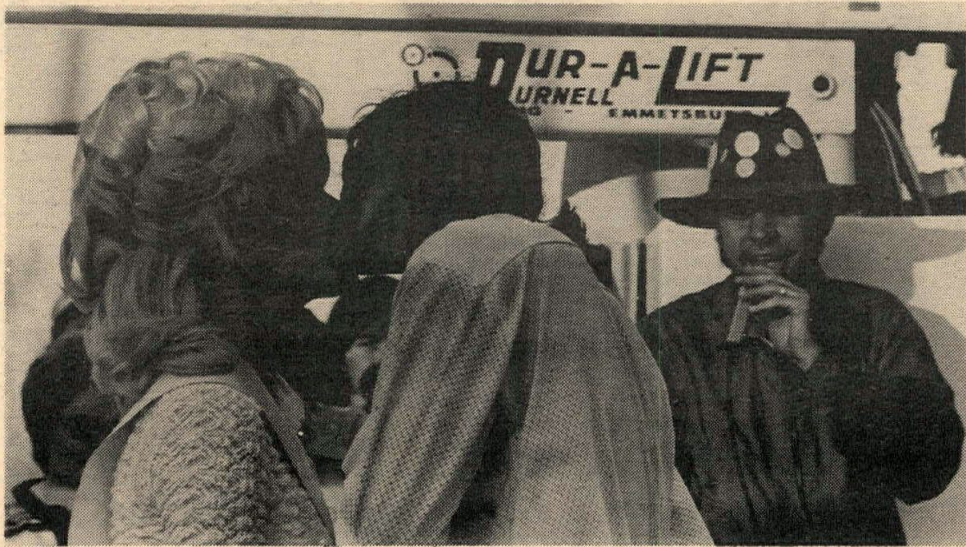
Mike Hartwick (Kaw) from Michigan, built up in the pre-race chatter as a top contender, proved he was as he consistently did well to rate a second OA.

John DeSoto (Suz) was dealt bad

luck in his bid for the \$600 first place prize money. Moto One's first turn had DeSoto right on Lackey's silencer but a spill dropped him almost a lap back in last place. Incredibly, he fought back valiantly and finally finished seventh.

Moto Two's start was a repeat, but this time John didn't have trouble and took second.

Round Three: ditto with Gary Chaplin up there also. While Chaplin slowed, John kept the charge until on lap four, after leading briefly earlier, his chain snapped and that was it.



"Now watch it Bob...don't get too close...ummmm." HRL's Miss Molly Blue does her job very well. Announcer Bruce Young looks envious.



Carl Cranke (2) jumped to the lead of the 125 Am/Ex's second moto. Behind and to the left, one rider is already squirrely. He went down causing a chain reaction which left 10 riders stuck in the mud.



# REPEAT; RAPP OUTLASTS 125ers

Tom Rapp (Bul) took charge of the 125 Pros and his overall win was never in doubt after a brief bout with a slide out in the initial round while leading. He picked up the race in third and quickly regained lost ground. Jeff Wright (Puc) popped into the lead in round two and popped out of it again after two laps when Carl Cranke (Pen) took over until Rapp got by. Bruce Baron (Pen) battled his way through the ranks to take second, as he did in the first.

Rapp took the point in the final round on lap two and won easily. Baron moved up to second and one point only to eventually finish fourth. Young Billy Grossi (DKW) rallied with a pair of fourths in the first two motos and finished third in the finale to take third overall behind Baron. Kevin Henry (Pen) grabbed fourth after a fine second in the last race.

Cranke was the most impressive rider in Saturday's Sportsman program with a 125 Expert win and a second behind Greg Robertson in the 250. Rich Urie won the 500.

In the Amateur races, Danny Turner showed up with the initial race for a new Swedish MCB. He topped the 125 class three times and took second overall behind Cranke in the combined program. Danny rode Sunday in the 125 Pro but got sick after the first moto and called it a day.

Another proto-type also showed up both days. A 125-Hodaka. It's rider, Jim Noble, had trouble with the mud hole on Saturday and couldn't get the experimental model going up to par on Sunday. However, while it was going good, many spectators were impressed with its power. It looks like Hodaka will definitely have something here when the bugs are all worked out later this year.

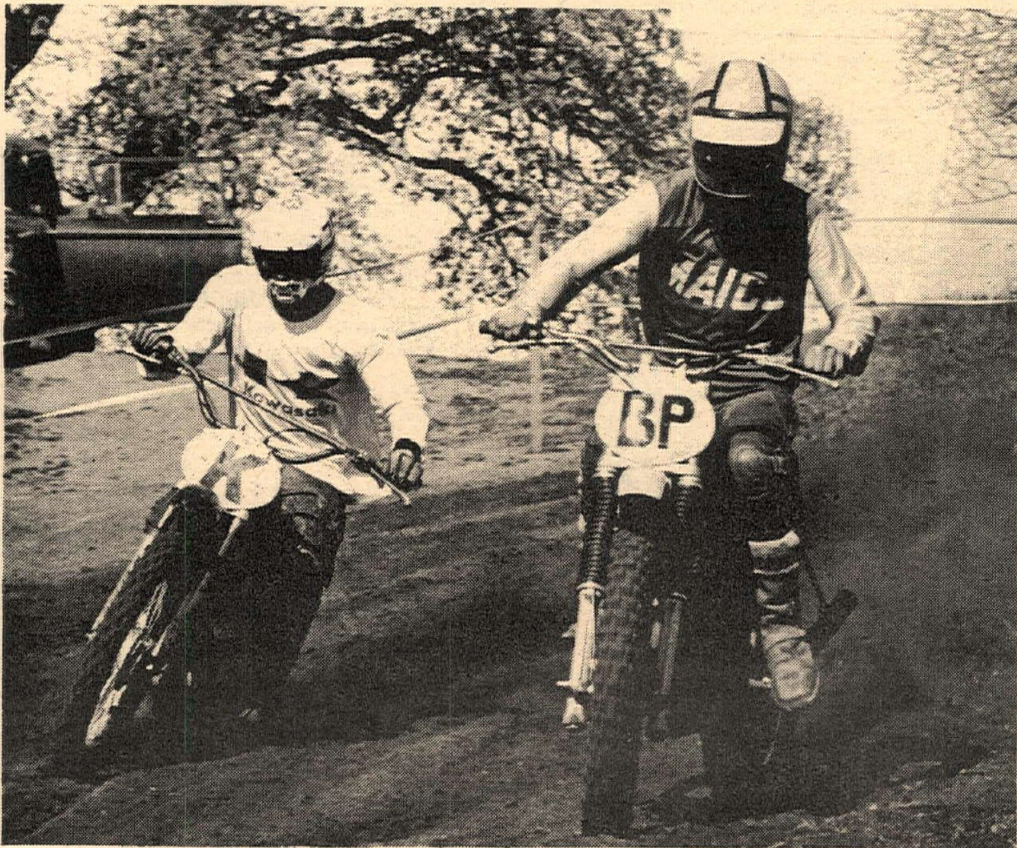
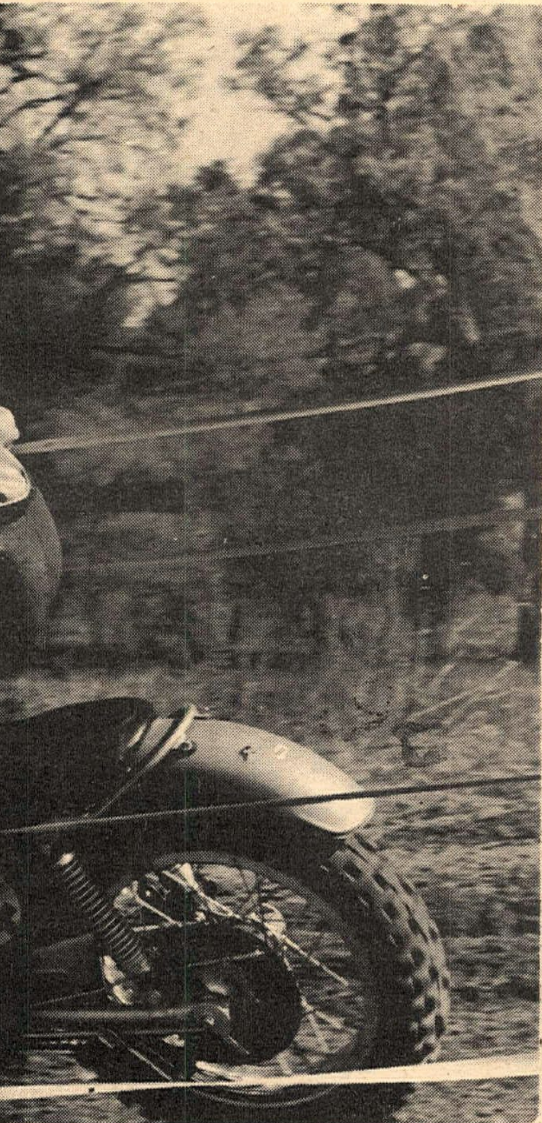
Several riders were hurt over the two-day span. In the first race of the

Sunday show, Dave Rodgers (Bul) got off hard while leading and is reported to have broken his leg. In the 250 Pro, Greg Hubbs of Nevada City, Nev. went

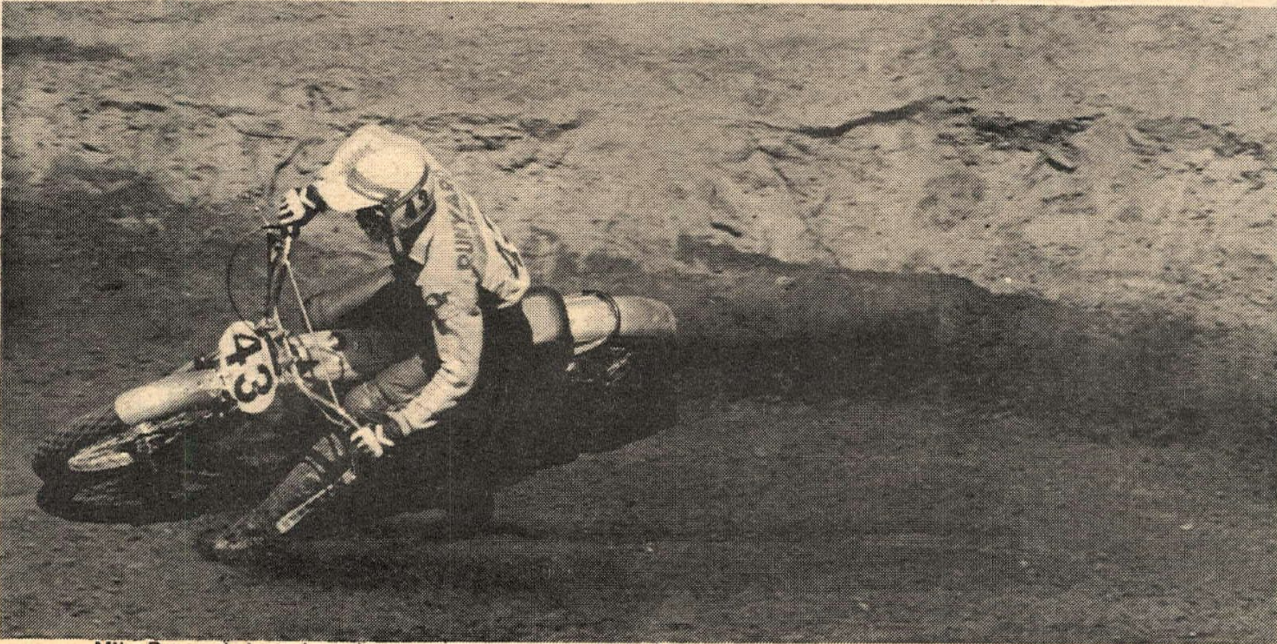
over and broke both legs. Last report was that he was undergoing surgery. No report as to his condition.  
(Results on page 56)



Last year Brad Lackey won the 250 class at Hangtown. This year it was the 500. He just traded places with three-time winner Bob Grossi.



Mike Hartwick (k) made it a Kawasaki 1-2 sweep in the 500 Pro class with his second. Tim Hart took over Billy Payne's ride and finished ninth.



Mike Runyard plows through a turn.



A 125 and 250 class showdown? Looks like Bob has the jump and Tom is stuck in first in this race for the first taste.



# "EVERYBODY HAS TO GO THROUGH ONE"

By Keith G. Arnold

Records fell like rain at the recent bike national at the beach. Two classes, the modified street and altered, were new and wide open for new national records. The fuel tanks, the cream of bike drags, had few records fall. Instead of a rain of records, there was a mild mist.

A droplet in the midst of the mist was Ray Maston who set both ends of the D-Fuel national record. Ray has been running his Triumph at Lions for some time and had been running consistently under the then-existing national record.

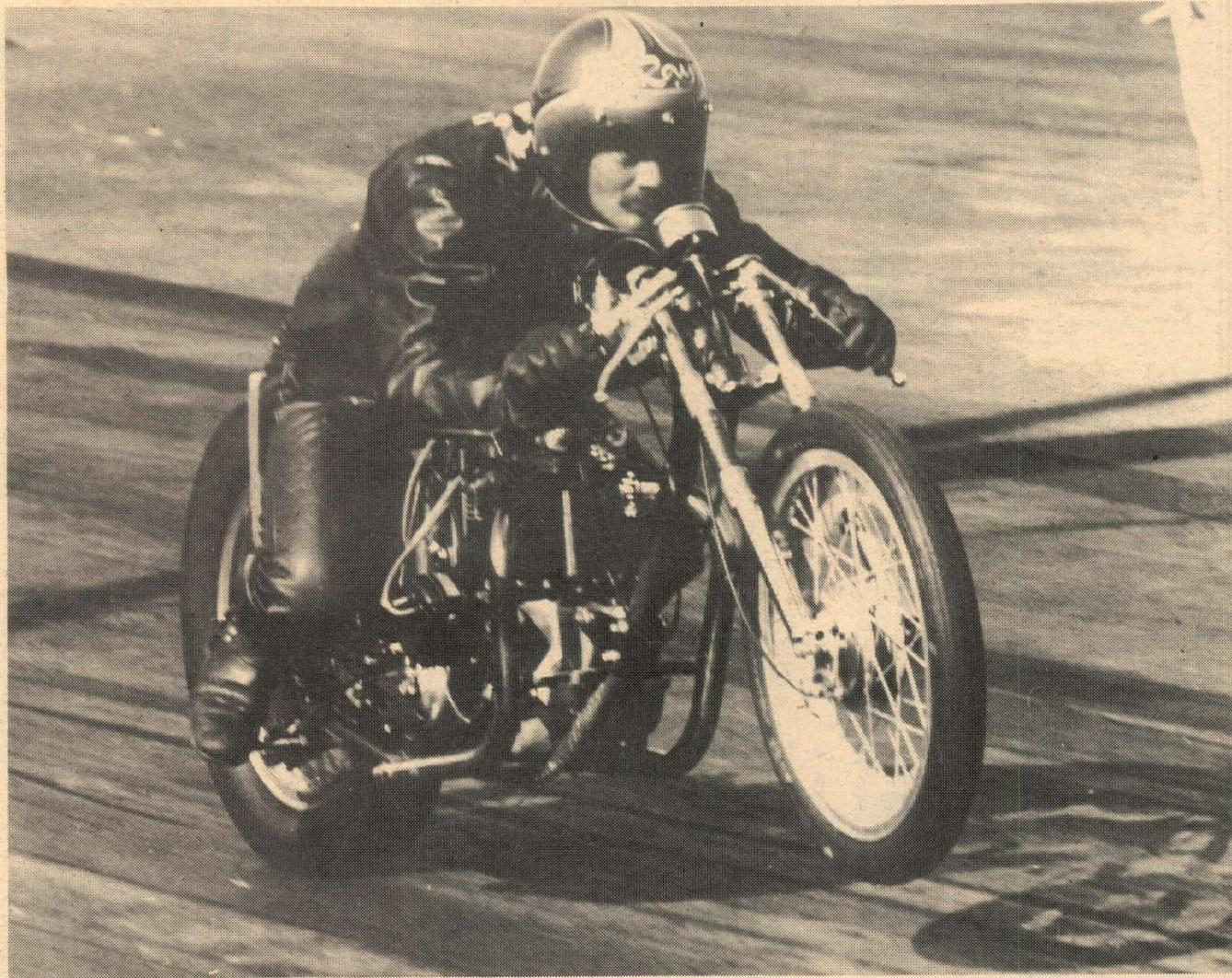
Like many shop owners, Ray uses his racy bikes to prove his theories in actual practice. Maston is heading up budding Competition Cycle Center. Ray has many local records and has the NHRA mark at 11.03 and 125.50 mph. Nice but rather faint considering the consistent 10.60's and better efforts many times since the big meet.

The Maston family, Ray 25, Cindy, his wife, and Michele 3, live in the city of Hawthorne. In racing for the last few years Ray has tried his share of various bike racing. An attempt at TT racing made Ray very sore and brought a revelation, roundy-round racing wasn't for him!

The machine that put the Mastons name in the books, is as unusual as Ray himself. Both the bike and rider are easy to get along with. Neither take an inordinate amount of work to get ready to race. The bike requires one cup of oil and one quart of nitro; the rider needs about one cup of something stronger.

The engine has parts from so many different models, it's hard to believe. Most of those odd parts have come under Ray's scrutiny and alteration. About the only part John Q. Public can easily obtain is the Joe Hunt magneto. What can you say about such a motor except that it is trick.

The wheelbase is 62 inches with a total overall length of 92 inches. Front



Action Photos

Ray Maston: a drop in the midst of the mist. forks are extended six inches.

The induction system is an altered Lake injector system that puts the high doses of nitro-methane to a very thirsty 40-incher.

To run on the juice means that you will usually have a high failure rate. This bike has been very kind in this respect with only minor and occasional needs. One motor has disintegrated totally, but

that is all the major damage the bike has ever suffered.

Ray Maston commented on the blow up: "Everybody (cars or bikes) has to go through one, don't they?"

Yep.  
Yep.  
Yep.  
Yep.  
Yep.  
Yep.  
Yep.  
Nope.  
Yep.

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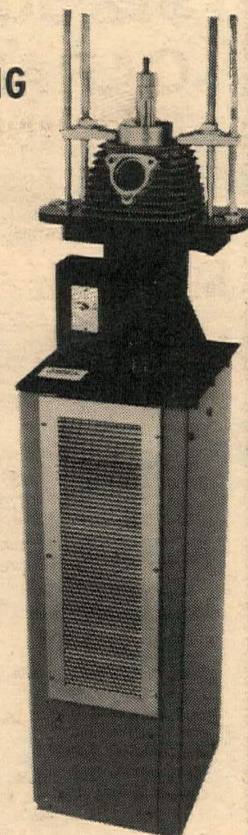
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American Hot Rod Association President James M. Tice has named Beeline Dragway in Phoenix, Arizona, as the site of the First Annual AHRA Fuel and Gas Drag Bike National Championships.

The event, to be held Saturday, April 22, has a posted purse that nears \$3,000 plus accessory and manufacturer's contingency monies.

In the selection of Beeline as the site for the event, Tice said, "The overwhelming interest in drag bike racing has dictated that the American Hot Rod Association hold a national event. Since Phoenix is one of the premiere drag racing cities in the nation for all types of wheeled vehicles, and

## BEELINE

since the people have enthusiastically supported our sport from both spectator and participant entities, it is only fitting that Beeline be the site of this inaugural event."

The top drag bike racers in the nation are expected to be at Beeline including Boris Murray, Dave Campos, and Joe Smith. Murray, from La Verne, California, currently holds the world's Quarter-Mile Record with an 8.8 second blast at almost 180 miles per hour.

Gates will open at noon; time trials and qualifying from 1:30 to 7:30 with first round eliminations at 8:00 p.m. For applications write to: AHRA Fuel & Gas Nationals, 648 East Camelback Road, Phoenix, Arizona 85012 or Keith Arnold, 1869 Pattie Ave., Long Beach, Ca. 90815.

Boris Murray and his machine, shown here killing every mosquito in South California, are likely to turn up at Beeline. Photo by Action Photos.

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- Riders must enter 5 series events to qualify for series prizes
- Non-Members may compete for trophies only.

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#6 - May 28  
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#8 - June 17  
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The following 1971 Trans A.M.A. winners received "Blendzall" awards totaling \$3150.00:

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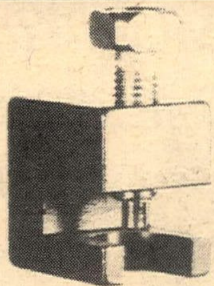
"Blendzall" awards received totaling \$600.00:

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**FAST CATS FROLIC ON**

By Buzz Baty

WILMINGTON, CAL., March 31, 1972 - I really wasn't ready for the huge turnout of riders and fans that made the scene at the beach tonight. Being Good Friday, the end of the Easter week, I was looking for a small show, but the 'Looney Lions Fast Cats show is just too good to pass up.

I was talking to a gentleman during the short intermission, and since this was his first time to watch motocross, he wanted to know how much money those youngsters were racing for. When told that the Juniors and Intermediates were racing for trophies only, he walked away muttering something like, "What the hell would they do if they were riding for money?"

If there was another motocross event being run in Southern California tonight, it had to be a pretty short show. Just about every top-rated Expert around these parts checked in at Lions; Hart, Thorwaldson, Rapp, Cram, Bower, Zahrt, Hershey, Rodgers, Pessy, etc.

Tim Hart is getting the feel of his new sunburst-finned Maico, but he hasn't got it wired. He traded wins with Bob Hershey's CZ in the first two rounds and then came on in the final moto to notch first overall in the 500's. Hershey came in for second and Mike Cram, back in action here, got a hard-fought third on his new Maico.

The 250 Expert class was won by

Bob Hershey with Hart second, and Tom Rapp, back in business on a new Bultaco, getting the third spot. There was a bunch of hard action in the last two rounds. In the second moto Hart was pushing leader Hershey hard, I was standing at the edge of the track on the inside of turn one, panning with Hershey as he entered the turn. Hart was about five feet behind Bob. Just as I triggered the shot of Hershey, Hart dropped it, and headed straight at me. I really thought I had done bought the farm, but my feet responded to the frantic pleas of my panic-stricken mind and I managed to avoid the sliding Hart and what looked to be a 250 Maico the size of a Greyhound bus.

In the third round, Hart and Dave Rodgers tangled in turn one, both riders and both bikes doing a lot of tumbling. Hart was up at once, but Rodgers wasn't moving and it didn't look good. Dave's Bultaco had come to rest with the wheels pointing straight up, perched on the seat and handlebars, the wheels still turning. The ambulance attendants got Dave's hat off and started talking to him, but it took a few moments before Dave responded. He wasn't seriously injured, but he didn't know who or where he was for sometime. Hart restarted with the rest of the field, but Dave called it a night.

(Results on page 56)

Chuck Bower gnaws on the Jofa as he flies.

**100's Put on Best Show**

By Elaine Jones

PERRIS, CAL., March 18, 1972 - The 100 Amateur/Expert class provided the best show at the Perris TT Scrambles Saturday night, and, putting credit where credit is due, Pryor Campbell put forth the best effort. Pryor, a Perris Amateur was pitted against some of the best ultralightweights in District 37: Rick Milner, Steve Bales and Wayne Whisenant. Even though Pryor ended up with a fourth overall it wasn't for lack of trying. He was great in the corners but got his Suzuki eaten up on the straights by the more powerful Kawasakis. Rick Milner led the way all three motos but Steve Bales looked like a good contender for some future go round. Wayne Whisenant who was having his problems with the kid on the Suzuki, finished third.

Brad Lynch and Donald Ray had a real mind bender going in the first Division of 100 Novices. Brad and Don had a one-two finish the first race and a first place dead heat the second moto which held the door open for a first place tie the third round. Fortunately, or unfortunately, Donald blew his bike the

third heat thus giving Brad the win and Mr. Ray second. Craig Harbin was third.

Eddy Buson won the second division of 100 Novices which was also graced by the only female on the scene, Rochelle Blythe, who did a fine job and finished with a fourth overall for her efforts. Mark Ball and Greg Wilhite were second and third.

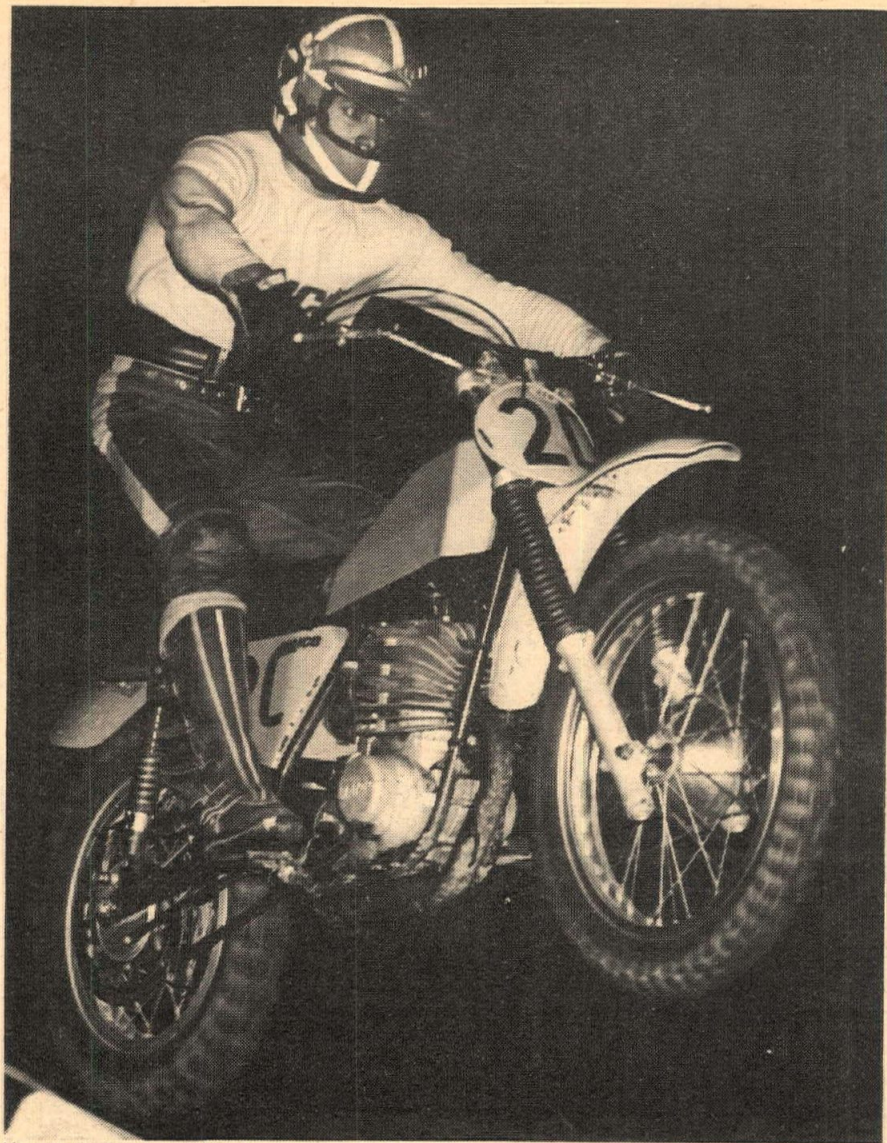
Doug Mason has been dubbed by his fellow riders the Block Man because of his straight up style of riding. They say he is like a robot: You wind him up and he goes out and wins. Ask Paul Lambert and Bob Hosford. They had to chase him around in the 250 Am/Ex. class.

Only a few of the regular big bike riders rode Saturday night, deciding to save their bikes for the Point Run. Tad Willis had his night of glory but it was hard fought and Bob Greenstreet gave the most fight. Bob did manage to get everything perking but it wasn't until the last moto and it was too late. Tom Jarnagon rounded out the field.

Dave Racine and Bill Trott took the wins in the two Novice motos. (Results on page 56)



# GOOD FRIDAY



Hart looks bug-eyed. Maybe the flash bothered him and that was why he tried to get Buzz.

Bob Hershey was first 250 Expert and second 500 Expert.



## NEW AMA FELLOW

Director of Public Relations Ed Youngblood has named Ben Harroll, 30, as AMA Coordinator of Public Relations. Youngblood comments, "The new position has been established as part of the program of expansion that we advised our 140,000 members of in January of this year. It reflects the concentrated development that is taking place in areas of public relations, touring, and non-competitive motorcycle activity in the American Motorcycle Association."

As Coordinator of Public Relations, Ben will have three general and major areas of responsibility. He will coordinate AMA public relations activities, developing and implementing new programs in this area; he will undertake tours in the field to personally examine the problems of AMA chartered clubs and individual members; and he will take responsibility for exploring new membership benefits such as group travel and touring services.

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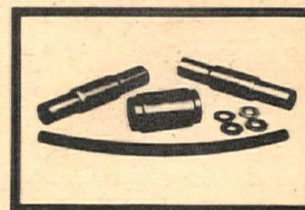
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# MOTOCROSS

Hangtown  
Dirt Diggers North  
April 1-2, 1972

|                   |     |
|-------------------|-----|
| 100 NOV           | Yam |
| Tom Davey         | Yam |
| Keith McConnell   | Yam |
| Neil Twarry       | Hon |
| Mike Miller       | DKW |
| Mike Stetler      |     |
| 125 NOV DIV. I    |     |
| Steve Romano      | Pen |
| Doanid Murphy     | Bul |
| Tim Hart          | DKW |
| Vai Winn          | DKW |
| Mike Hart         | DKW |
| 125 NOV DIV II    |     |
| Jeff Dumm         |     |
| Kim Adamson       | Ric |
| John Jarvis       | DKW |
| Jack Melvin       | Yam |
| Pat Linn          | DKW |
| 125 NOV DIV III   |     |
| Selby Beary       | Bul |
| Doug Veerkamp     |     |
| Bob Hagg          | Hus |
| Kim Watts         | Pen |
| Ted Boice         | CZ  |
| 125 AM            |     |
| Dan Turner        | MCB |
| Alan Hanson       | Pen |
| Dave Kolbe        |     |
| Joseph Lodermeier | Yam |
| Jim Jones         | Bul |
| 125 EX            |     |
| Carl Cranke       | Pen |
| David Buckmaster  | Pen |
| Rick McCafferty   |     |
| 250 NOV DIV I     |     |
| Bob Hagg          | Hus |
| Robin Clark       | CZ  |
| Butch Steward     | Bul |
| Bryan Ponlos      | Hus |
| Roger Heath       | Hus |
| 250 NOV DIV II    |     |
| Ron Vollenweich   | CZ  |
| Rick Marick       | CZ  |
| Billy Kisick      | Hus |
| Rick Salmon       | Yam |
| Ed Santin         | Yam |
| 250 NOV DIV III   |     |
| Alan Christian    | Bul |
| Steve Schutte     | CZ  |
| Tom Cottrell      | Yam |
| Glenn Scott       | Ric |
| Wayne Poyluzny    | CZ  |
| 250 AM            |     |
| Keith Mathis      | CZ  |
| Jerry Visman      | Hus |
| Randy Autrand     | Mai |
| Pat Legge         |     |
| 250 EX            |     |
| Greg Robertson    | CZ  |
| Carl Cranke       | CZ  |
| Ken Gerard        | Yam |
| Mike McGowan      |     |
| OPEN NOV DIV I    |     |
| Dan Reinmuth      | Hus |
| Del Rapini        | Hus |
| John Burrows      | Hus |
| Jim Rapini        | Mai |
| Tom Sheehan       | CZ  |
| OPEN NOV DIV II   |     |
| Mike Sixberry     |     |
| Dallas Cook       |     |
| Lars Kvam         |     |
| John Killen       | Hus |
| Jerry Stergen     |     |
| OPEN NOV DIV III  |     |
| Dana Bray         | Mai |
| Mike Palmer       | Mai |
| Larry Lee         | CZ  |
| Gary Emerson      |     |
| OPEN AM           |     |
| Buz Presser       | CZ  |
| Bruce Kelley      | Hus |
| Bill Binkley      |     |
| Rich Johnson      |     |
| Ron Self          | Mai |
| OPEN EX           |     |
| Richard Urie      |     |
| Joel Krick        | Mai |
| 125 PRO           |     |
| Tom Rapp          | Bul |
| Bruce Baron       | Pen |
| Billy Grossi      | DKW |
| Kevin Henry       | Pen |
| Jim Noble         | Hod |
| Larry Watkins     | DKW |
| Mike McGowan      | Bul |
| Dave Kolbe        | Ric |
| Jeff Heininger    | Pen |
| Bert Noble        |     |
| 250 PRO           |     |
| Bob Grossi        | Hus |
| Peter Lamppu      | Mon |
| Billy Payne       | Mai |
| Billy Clements    | Hus |
| Mike Runyard      | Mon |
| Greg Robertson    | CZ  |
| Steve Thompson    | Hus |
| Dave Longcor      | Bul |
| DeWayne Jones     | Yam |
| Russ Powell       | Hus |
| 500 PRO           |     |
| Brad Lackey       | Kaw |
| Mike Hartwick     | Kaw |
| Gary Jones        | Yam |
| John DeSoto       | Suz |
| Rich Thorwaldson  | Suz |
| Gene Canady       | Yam |
| Ron Bass          | Mai |
| Gary Chaplin      | Mai |
| Tim Hart          | Mai |
| Jim Wilson        | CZ  |

# ACA MOTOCROSS

Carlsbad Raceway  
Carlsbad, Calif.  
April 2, 1972  
By Wanda

|                   |     |
|-------------------|-----|
| 100 JUNIORS       | Hod |
| Ric Roberts       | Hon |
| Tom McBride       |     |
| 100 INTERMEDIATES |     |
| Bob Stem          | Hod |
| 125 JUNIORS       |     |
| Ron Schwab        | Pen |
| Dan Radlauer      | DKW |
| Rick Sheren       | Pen |
| Ken McCarty       | DKW |
| 125 INTERMEDIATES |     |
| Jeff Vidic        | Pen |
| Frank Rowe        | Yam |
| Gordon Dickson    | Pen |
| 125 SENIORS       |     |
| Mike Felton       | Pen |
| Mike Stephenson   | CZ  |
| Mark Hutchins     | Suz |
| 250 JUNIORS       |     |
| Richard Kastner   | Bul |
| Steve Petershock  | Mai |
| Gene LaFond       | AJS |
| 250 INTERMEDIATES |     |
| Dirk Wambold      | CZ  |
| Larry McCarty     | Bul |
| Martyn Widger     | CZ  |
| 250 SENIORS       |     |
| Leonard Mellgren  | CZ  |
| Randy Rodriguez   | CZ  |
| Chuck Lund        | CZ  |
| 500 JUNIORS       |     |
| Pete Maly         | Mai |
| Bob Dunsire       | Hus |
| Jack Habel        | Hus |
| 500 INTERMEDIATES |     |
| Tim Daily         | CZ  |
| Dick Martin       | CZ  |
| John Miller       | Mai |
| 500 SENIORS       |     |
| Gary Cohehl       | AJS |
| William Saltzman  | Hus |
| Mike Stephenson   | CZ  |

# OCA ROUGH SCRAMBLES

Ogden, Utah  
March 12, 1972  
By Larry Knopp  
125 EX

|                  |     |
|------------------|-----|
| Peter Crandall   | Pen |
| Jerry Davis      | Yam |
| Robert Plumb     | Hod |
| 200 EX           |     |
| Calvin Crosby    | Yam |
| Kevin Croft      | Suz |
| Steve Burgess    | Yam |
| 250 EX           |     |
| Preston Gerber   | Bul |
| Don Fuller       | Yam |
| Phil McDonald    | Hus |
| OPEN EX          |     |
| Robert Brown     | Mai |
| Dennis Packard   | Yam |
| Larry Butcher    | Mai |
| 100 AM           |     |
| Doug Brown       | Hod |
| Todd Harrison    | Yam |
| 125 AM           |     |
| Ken Wilson       | Pen |
| Tim Krupp        | CZ  |
| 200 AM           |     |
| Ron Bouck        | Suz |
| Kent Kizerian    | Kaw |
| 250 AM           |     |
| Brian Hood       | —   |
| Rick Lewis       | Kaw |
| OPEN AM          |     |
| Clarence Pollard | Hus |
| Art Matthews     | Hus |
| 100 NOV          |     |
| Rod Lewis        | Kaw |
| 125 NOV          |     |
| Steve Hickson    | —   |
| 200 NOV          |     |
| Dan Lawton       | Suz |
| 250 NOV          |     |
| Kim Haslam       | Hus |
| OPEN NOV         |     |
| Milton Love      | —   |

# W.S.R.A. HARE SCRAMBLES

Reno, Nev.  
March 5, 1972  
By Steve Young  
1st OVERALL

|                    |     |
|--------------------|-----|
| Cral Cranke        | Pen |
| 125 NOV            |     |
| George Newsom      | DKW |
| Rich Smart         | DKW |
| Merril Rempser     | DKW |
| 125 JR             |     |
| Alan Hanson        | Pen |
| Roy Tillis         | Mon |
| 125 EX             |     |
| Carl Cranke        | Pen |
| Rich Clement       | Pen |
| Rich Urie          | DKW |
| 250 NOV            |     |
| Rich Reed          | Oss |
| Bill Miller        | Yam |
| Hawley Slayton     | Bul |
| 250 JR             |     |
| F.L. Showers Jr.   | Gre |
| Bernie Brinkworth  | Yam |
| Doug Harvey        | Yam |
| 250 EX             |     |
| Mike McGowan       | Bul |
| Jim Benny          | Bul |
| Bill Verbiscio     | Yam |
| OPEN NOV           |     |
| Rathole Ralston    | Hus |
| Clarke Knauss      | Hus |
| Miles Ringle       | BSA |
| OPEN EX            |     |
| Cloyse Holland Sr. | Hus |
| Dick Robichaud     | Mai |

# MOTOCROSS

Las Vegas Motocross Club  
Las Vegas, Nevada  
March 12, 1972  
By R. Miller

|                    |     |
|--------------------|-----|
| MINI               |     |
| Ty Bothwell*       | Ste |
| Jeff Zachary*      | Yam |
| Mark Zack*         | Yam |
| Mike Walling       | Yam |
| Arthur DeLeon      | Yam |
| 100NOV             |     |
| Mark Milford       | Hon |
| Chuck Christiansen | Yam |
| Doug Stadlander    | Yam |
| 125 NOV            |     |
| Paul Williams      | Bul |
| Steve Holdread     | Yam |
| Kye Sideri         | Hon |
| 100-125 AM         |     |
| Randy Cannon       | Ric |
| Bill Greiner       | Pen |
| Buz Herrington     | Bul |
| 250 NOV            |     |
| Richard Bunty, Jr. | Hus |
| Tom Kyle           | Yam |
| Tom Perrin         | Gre |
| 250 AM/EX          |     |
| Tom Miller         | Bul |
| Mark Mason         | Oss |
| Bob Walling        | Bul |
| 500 NOV            |     |
| Alan Wall          | Hus |
| John Marroquin     | Bul |
| Larry Ruvo         | Hus |
| 500 AM             |     |
| Dennis Kelley      | Suz |
| B. C. Cole         | Suz |
| Bob Mikulski       | Hus |
| 500 EX             |     |
| Don Hartle         | Suz |
| Tim Allen          | Mai |
| Rick Miller        | CZ  |
| *DENOTES TIE       |     |

# HARE SCRAMBLES

Richmond Ramblers  
Pt. Richmond, Calif.  
March 19, 1972  
By Bill Spencer

|                    |     |
|--------------------|-----|
| OPEN EX            |     |
| Rob Norgaard       | CZ  |
| Jerry Parsons      | BSA |
| Steve Bales        | CZ  |
| OPEN JR            |     |
| Craig Bostard      | Ric |
| Ron Frame          | Yam |
| Bob Rogstad        | Hus |
| OPEN NOV           |     |
| Rich Rowland       | CZ  |
| Tom Snider         | Bul |
| Jim Rapini         | Mai |
| 250 EX             |     |
| Bob Doram          | CZ  |
| Daryl Courtwright  | Hus |
| Bill Verbiscio     | Yam |
| 250 JR             |     |
| Ricky Lewis        | AJS |
| Bernard Brinkwater | Bul |
| Lewis Milligan     | Yam |
| 250 NOV            |     |
| Scott Briard       | Hus |
| Ricky Shoepe       | Oss |
| Mark Narvaez       | Yam |
| 125 JR/EX          |     |
| Dave Faria         | Yam |
| Jim Willis         | Hon |
| 125 NOV            |     |
| Rich Rowland       | Pen |
| Mike Faria         | Yam |
| Ron Crawford       | H-D |

# USMRC MX

El Toro, Calif.  
March 31, 1972  
By Lowell Stoltz

|               |     |
|---------------|-----|
| SCHOOLBOY     |     |
| Gene Woods    | Hon |
| Gary Martin   | Hon |
| Mark Weaver   | Yam |
| 100 JR        |     |
| Brad Dutoit   | Yam |
| Jack Glenn    | Yam |
| Jed Mendez    | Suz |
| 125 JR DIV I  |     |
| Bill Zuehl    | Yam |
| Gary Blandin  | DKW |
| Joe Turnbaugh | Bul |
| 125 JR DIV II |     |
| Richard Clark | Yam |
| George Smith  | Suz |
| Billy Johnson | Yam |
| 250 JR DIV I  |     |
| John Petty    | Mai |
| Mike Winters  | CZ  |
| Gary Garcia   | Mai |
| 250 JR DIV II |     |
| Don Stenerson | CZ  |
| Lowell Easley | Yam |
| Mike Gillman  | AJS |
| 500 JR        |     |
| Kenny Duncan  | CZ  |
| Bob Tripp     | Yam |
| Mick Carolan  | AJS |
| 125 INT/EX    |     |
| Bruce Baron   | Hus |
| Davey Carlson | Yam |
| Scott Miller  | Pen |
| 250 INT/EX    |     |
| Bruce Baron   | Mai |
| Mark Tye      | Yam |
| Greg Smith    | Mai |

# INDOOR SHORT TRACK

Corpus Christi Coliseum  
Corpus Christi, Texas  
March 5, 1972  
By Rita Gunter

|                  |     |
|------------------|-----|
| 100cc            |     |
| Richard Morris   | Suz |
| Jake Warren      | Hod |
| Bodie Craig      | Bul |
| 125cc            |     |
| Jake Warren      | Hod |
| Bodie Craig      | Bul |
| 200cc            |     |
| Rhett Wilder     | Bri |
| George Larzelere | Bul |
| Joe Carr         | Bul |
| 250cc            |     |
| Rhett Wilder     | Kaw |
| Richard Morris   | Suz |
| Joe Salem        | Yam |
| OPEN CLASS       |     |
| Bodie Craig      | CZ  |
| Rhett Wilder     | Kaw |
| Buddy Ogle       | CZ  |
| TROPHY DASH      |     |
| Bodie Crag       | CZ  |

# MOTOCROSS

Sprockets M.C.  
Wichita, Knas.  
March 5, 1972  
By Carol Witt

|                 |     |
|-----------------|-----|
| 125 JR          |     |
| Danny Ackart    | Yam |
| Donald Bachura  | Yam |
| Jerry Buller    | Hon |
| 125 SPORTSMAN   |     |
| Bob Ottaway     | Car |
| Brian Turner    | Yam |
| Marvin Jones    | CS  |
| 125 SR          |     |
| Marvin Whitham  | Yam |
| Jon Thurston    | Suz |
| Gary Van Sickle | Suz |
| 250 JR          |     |
| Stephan Dix     | Yam |
| Bill Prewitt    | Kaw |
| Gregg Joy       | Mai |
| 250 SPORTSMAN   |     |
| Ken Peoples     | Mai |
| Larry Wakefield | Yam |
| Mike Lee        | Yam |
| 250 SR          |     |
| Gary Witt       | Yam |
| Ken McCleave    | CZ  |
| Steve Bahms     | CA  |
| OPEN JRS        |     |
| Clay Turner     | CZ  |
| Tim Mainwaring  | Hus |
| Jerry Deitrich  | Yam |
| OPEN SPORTSMAN  |     |
| Bud Lee         | Hus |
| Dave Hartley    | Yam |
| Claude Davis    | Mai |
| OPEN SR         |     |
| Bill LeValley   | Mai |
| Nick Warren     | Hus |
| Gary Witt       | Yam |

# SMRA TRIPLE HEADER

San Angelo, Tex.  
Feb. 27, 1972  
By John Blanton  
PROD ROAD RACE

|                  |     |
|------------------|-----|
| 250              |     |
| Duncan Paul      | Oss |
| Dennis Brewster  | Yam |
| Ernest Thomas    | Suz |
| 500              |     |
| Gene Hornot      | Kaw |
| Edward Green     | Suz |
| Jimmy Lee        | Yam |
| OPEN             |     |
| Mike Cone        | Nor |
| Robert Jandebour | Tri |
| Joe Patton       | Hon |
| GP HEAT RACES    |     |
| 125              |     |
| James Lutz       | Bul |
| Edward Green     | Yam |
| Terry McDonald   | Yam |
| 200              |     |
| Gary Wilson      | Yam |
| Doug Taggart     | Hon |
| Darrell Gilbert  | Kaw |
| 250              |     |
| Mike Cone        | Yam |
| Larry Beall, Jr. | Yam |
| Darryl Hurst     | Yam |
| 500              |     |
| Mike Cone        | Yam |
| Edward Green     | Suz |
| Terry Kirably    | Yam |
| OPEN             |     |
| Jon Minonno      | Tri |
| Darrell Muggie   | Kaw |
| Robert Jandebour | Tri |
| ROD RACES        |     |
| 200              |     |
| Gary Wilson      | Yam |
| Edward Green     | Yam |
| Doug Taggart     | Hon |
| 250              |     |
| Mike Cone        | Yam |
| Darryl Hurst     | Yam |
| Gene Hornot      | Kaw |
| OPEN             |     |
| Mike Cone        | Yam |
| Jon Minonno      | Tri |
| Robert Jandebour | Tri |
| ASPHELT-DIRT     |     |
| 100              |     |
| David Guinn      | Yam |
| Jimmy Rutledge   | Yam |
| John Johnson     | Yam |
| 125              |     |
| Danny WEir       | Pen |
| Freddy Haltom    | Yam |
| George Johnson   | Yam |
| 250              |     |
| Robert Jandebour | Bul |
| Thomas Sparks    | Mai |
| Don Crook        | Bul |
| OPEN             |     |
| Jackie Haney     | Mai |
| George Johnson   | Suz |
| Mike Payte       | Yam |
| MINI BIKE        |     |
| Kirk Bomer       | Hon |
| Jerry Bowen      | Hon |
| Mark Cullifer    | Yam |
| DRAGS            |     |
| ET No. 1 WINNER  |     |

# MARATHON

Fremont Raceway  
Fremont, Calif.  
March 18, 1972  
By Bill Spencer

|                         |     |
|-------------------------|-----|
| 250                     |     |
| Turner/Turner           | Ric |
| Darryl/McMasters        | Bul |
| Brelford/Davis          | Hus |
| Moulton/Jimenez         | Bul |
| Wells                   | Hus |
| Hendry/Valerio          | CZ  |
| Perata/Friedland        | Yam |
| Rodrick                 | Mai |
| Buckley/Jackson         | Yam |
| McDonnell/Kittelle      | Puc |
| OPEN                    |     |
| Selby/O'Hagan           | Ric |
| Boaz/Sockhem            | Tri |
| Lollar/Austin           | Mai |
| Simas/Morgan/Ghiorso    | Suz |
| Bob Womack              | Mai |
| Comphe/Lancaster        | Yam |
| Marks/Wertberg          | Mai |
| John Fraser             | Tri |
| Cullen/Lancaster        | Yam |
| Richardson/Bruce        | Suz |
| Bourgeois/Bill          | Suz |
| 1Mitche/LDale Wooldrige | Hon |
| Woodard/Hocking         | Bul |
| Swearingen/Rodrick      | Hon |
| Rickerts/Ziemer         | Hon |
| Dave Harris             | Hon |
| Dent/Dent               | Yam |
| Wartsok/Foreman         | Suz |
| Blackledge/Webb         | Yam |
| Keith/George            | Hon |

RET. \$11.95



**big T**  
moto-x gloves  
no bunching reinforced thumb  
BRIGHTLY PADDED - GREEN RED, YELLOW, LIGHT BLUE  
DEALER: KNOBBY SHOP INTERNATIONAL  
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**TROPHY Pick Up**  
Each listing \$1.00 per week.  
Send to Cycle News, Box 498,  
Long Beach, Calif. 90801.

For Prospectors Hare Scrambles & Enduro —  
All trophies must be picked up or  
arrangements made to pick up by April 22,  
1972, after which they will be disposed of.  
Contact Earl Wilson 1547 W. 219th Street,  
Torrance, Calif. (213) 328-5214.

VIKING MC HARE SCRAMBLERS, Jan. 9,  
1972 — Trophies may be picked up after  
March 16th, at 6552 Lasaine Ave., Van Nuys:  
Phone 987-3233. Or at 4 Aces Grand Prix on  
4/8 or 4/9. If not picked up at GP, they will  
be forfeited.

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Complete 1972 line-up  
on display at  
the VALLEY'S  
LARGEST,  
MOST EXPERIENCED  
RICKMAN DEALER  
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**MOTORCYCLISTS'**  
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VANS, EL CAMINO'S  
& HEAVY CHEVY'S  
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of Hollywood  
all CZ MXers in stock  
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Hollywood, Ca. 90038  
(213) 467-0035

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WE SELL MORE THAN HANDLEBARS  
A complete department store of motorcycle  
accessories for you. Open 7 days.



# EUROPEANS SCRAMBLES

Spokebenders M.C.  
High Vista, Calif.  
April 1, 1972  
By Alice Rhea

100 NOV  
Frank Keepers  
Butch Venteke  
Jack Dailey

Ric  
H-D  
Hod

CMC MOTOCROSS  
Lions Drag Strip  
March 31, 1972  
By Buzz Baty

100 JR  
Tim Davison  
Chris Schuck  
H. Huddleston  
125 JR  
Scott Cochran  
John Hrynkiwicz  
Don Draz  
125 INT  
Sam Lopez  
Jeff Graham  
Ron Hamada  
125 EX  
Chuck Bowers  
G. Bevens  
Ken Zahrt  
250 JR  
Tim Davison  
G. Gracer  
Brad Boyle  
250 INT  
Eddie Vrana  
Allen Cooke  
Charles Williams  
250 EX  
Bob Hershey  
Tim Hart  
Tom Rapp  
500 JR  
Milt Carlson  
G. Nixon  
S. Harris  
500 INT  
R. McClellan  
Chris Alberts  
B. Madden  
500 EX  
Tim Hart  
Bob Hershey  
Mike Cram  
MOTOCROSS  
Corona Raceway  
April 1, 1972  
By Buzz Baty

R-M  
Hod  
Ric

Suz  
DKW

Bul  
CZ

Pen  
Yam

Bul

CZ  
Hus

CZ  
Mai

CZ  
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CZ  
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Hus  
CZ

CZ

Hus  
CZ

Mal  
CZ

Mal  
CZ

# MINI CYCLES

Jeff Kerr  
Pat Hawley  
Mark Burchfield  
100 JR DIV I  
Ron Bragdon  
Clay Musolf  
Brad Dutoit  
100 JR DIV II  
Raymond Soffe  
Dave Zahrt  
John Radcliffe  
125 JR DIV I  
Don Nelson  
Mike Jones  
Jeff Gill  
125 JR DIV II  
Keevan Acevedo  
Bob Hoover  
Jedd Strange  
125 INT  
Scott Miller  
125 EX  
Ken Zahrt  
John Hrynkiwicz  
Ray Lopez  
250 JR DIV I  
Pat Brown  
Steve Rotundo  
Mark Nixon  
250 JR DIV II  
Jim Latendresse  
Burnie Presho  
Jerry Lowell  
250 INT  
Mike Myers  
250 EX  
Ken Zahrt  
Ray Tolham  
Jim Hale  
500 JR  
Jim Douglas  
Fred Nelson  
Roger Stagg  
500 INT  
Albert May  
500 EX  
Rex Staten  
Mike Cram  
Tom Simpson  
CANADIAN-AMERICAN  
Ken Zahrt  
Rex Staten  
Tom Kratzer  
Steve Flawith  
(Americans 124 Canadians 188)  
(International scoring)

Yam

Yam

Hon

Yam

Yam

Yam

Bul

Bul

Suz

Car

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# DIV II NOV

Rob Morrison  
Andy Kiker  
John Pettis  
DIV I NOV  
Ron Music  
Mark Steele  
George Stoffel  
HWT NOV  
Kim McKean  
Tim Walke  
Don Murphy  
DIV I AM-EX  
Larry Pfutzenreuter  
Steve Ellsworth  
Tim Akamoto  
HWT AM-EX  
Bill Saltzman  
Jerry Jones  
Bill Walters  
TRAIL AM-EX  
Cordis Brooks  
Craig Forney  
Rudy Abele  
DIV II AM-EX  
Bob Hosford  
Frank Snook  
Ron Hall

Pen  
Ric  
Yam

Bul  
Bul  
Yam

Hus  
Hus  
CZ

Bul  
Bul  
Bul

Hus  
Hus  
Hus

Hod  
Yam

H-D

Puc  
Oss  
Puc

# MOTOCROSS

Hutchinson, Kans.  
March 25, 1972  
By Mel Gere  
125 JR  
Don Bachura  
John Taylor  
Jerry Buller  
250 JR  
Jerry Atkinson  
Mike Horn  
Clovis Stein  
OPEN JR  
Charlie Hanson  
Clay Truner  
Stan Casad  
125 EX  
Gary Clement  
Mike Levally  
Robert Evans  
John Moody  
250 EX  
Steve Bahm  
Pete Kaufman  
Danny Driskill  
OPEN EX  
Nick Warren  
Steve Twinham  
Harley Phillips  
Rick Carson

Yam

Pen  
Hon

Mai  
Yam

Suz  
CZ

Hus  
DKW

DKW

H-D

CZ

CZ

BSA  
Yam

# USMRC FLAT TRACK & TT

El Toro, Calif.  
April 1, 1972  
By Lowell Stolze

100 JR ST  
Dave Lujan  
Dennis Rasmussen  
Doug Quintard  
125 JR ST  
Rex Hailey  
Terry Griner  
Bill Adargo  
OPEN JR ST  
Larry Furu  
Rick Sawyer  
Dan Hilton  
100 JR TT  
David Lujan  
Dennis Rasmussen  
Dean Meyer  
125 JR TT  
Rex Hailey  
Rick Valentine  
Dave Wilson  
OPEN JR TT  
Larry Furu  
Dan Hilton  
Rick Sawyer  
100 SR ST  
Rob Morrison  
Gary Johnson  
125 SR ST  
Tom Doty  
Davey Carlson  
Lloyd Quintard  
OPEN SR ST  
Kirk Redding  
Don Frauenberger  
John Calicchio  
100 SR TT  
Rob Morrison  
Gary Johnson  
125 SR TT  
Davey Carlson  
Tom Doty  
Lloyd Quintard  
OPEN SR TT  
Kirk Redding  
John Calicchio  
Lou Giminez

Kaw

Kaw

Yam

Bul

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# G.N.G. MOTOCROSS

Carson, Nev.  
March 12, 1972  
By Steve Young  
100 NOV  
Danny Olsen  
Robert Buklig  
Kim Adamson  
125 NOV (DIV I)  
Dave Gilmore  
Phillip Smith  
Don Rager  
125 NOV (DIV II)  
Russ Johnson  
Danny Olsen  
Ted Boice  
125cc JR/EX  
Carl Cranke  
Alan Hanson  
250cc NOV (DIV I)  
Dave Carlsen  
Fred Phillips  
Jerome White  
250 NOV (DIV II)  
David Torbett  
Roger Heath  
Don Crum  
250cc JR  
Jeff Leff  
250 EX  
Steve Tompson  
OPEN NOV (DIV I)  
Russ Johnson  
Randy Evans  
Gary Hornby  
OPEN NOV (DIV II)  
William Birge  
Dwight Snodgrass  
Bob Candler  
OPEN JR  
Buz Presser  
OPEN EX  
Robert Harshbarger  
Gabe Dick  
Bruce Tarbit

Bul  
Hon  
Suz

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DKW

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# CMC MOTOCROSS

Saddleback Park  
Irvine, Calif.  
April 2, 1972  
By Buzz Baty

100 JR  
Dave Zahrt  
J. Dominey  
C. Rudolph  
125 JR DIV I  
Steve Bealer  
Robert Schmidt  
H. Davis  
125 JR DIV II  
Wayne Kirchner  
Dennis Bartheleny  
D. Towe  
125 INT  
Richard Ruckman  
Sam Lopez  
Victor Vischio  
125 EX  
Ken Zahrt  
Ray Lopez  
Mark Dobbs  
250 JR DIV I  
George Clarke  
Michael White  
Robert Macy  
250 JR DIV II  
Scott Parker  
Ron Bandy  
Hank Schmidt  
250 INT  
Dennis Hazlett  
Jeff Weber  
Phil Santorelli  
250 EX  
Gaylon Mosier  
Jon Derhammer  
Greg Smith  
500 JR  
Ray Badham  
Scott Parker  
Carl Gazzafy  
500 INT  
Albert May  
Reed Mayne  
Neil Davis  
500 EX  
Greg Smith  
Dave Smith  
Mike Cram

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# HARE SCRAMBLES

Racing Action Team  
Adelanto, Calif.  
April 2, 1972  
By Al Fols

Ramon Lowe  
Guy Weatherwax  
Mike Keen  
Loren Holmberg  
Doug Smith  
John Grafton  
John Fisher  
Gary Auberlen  
Jerry Black  
Bill Briggs  
Donald Wallen  
Richard Fesler  
Joe Polujanewicz  
Joe Moore  
Kurt Klopfer  
Howard Evans  
Jeff Anderson  
D.C. Rosenberg  
Arthur Streif  
Mike Manning  
GIRLS  
Mary Pepin  
Niece Johnson  
Wanda Roeseler

250 Nov.  
250 Nov.  
125 Nov.  
400 Nov.  
400 Nov.  
400 Nov.  
360 Nov.  
250 Nov.  
400 Nov.  
250 Nov.  
350 Nov.  
125 Nov.  
250 Beg.  
400 Nov.  
400 Beg.  
400 Beg.  
400 Beg.  
125 Nov.  
250 Nov.  
100 Nov.

# CRC MOTOCROSS

March 12, 1972  
Deadmans Point, Calif.  
By Jerry McNeal

MINI  
Mike Young  
Kevin Harlon  
Dottie Frost  
POWDER PUFF  
Patricia Drake  
Cheri Bradley  
Chris Olivas  
POWDER PUFF-16  
Sandy Hogue  
Dottie Frost  
Christine Hopkins  
100 BEGINNER DIV I  
Robby Cosner  
Russ Eide  
Mike Schartel  
100 BEGINNER DIV II  
Lee Eide  
Brad Newell  
Duane Jackson  
100 BEGINNER  
K.L. Chase  
Claude Richmond  
Jon Morgan  
Fred Dolcini  
OPEN AM  
Robert New  
OPEN EX  
Allen Yarrow

# MOTOCROSS

Argyll Park  
Dixon, Calif.  
March 19, 1972  
100 NOV  
Mike Miller  
Randy Stevens  
125 NOV  
Joe Elkins  
Craig Pierce  
John Cori  
250 NOV  
Mike Jennings  
Logan Brookings  
Corey Faulkner  
250 AM  
Richard Bungay  
Howard Henry  
250 EX  
Allen Yarrow  
OPEN NOV  
Claude Richmond  
Jon Morgan  
Fred Dolcini  
OPEN AM  
Robert New  
OPEN EX  
Allen Yarrow

# MOTOCROSS



GRAND PRIX MOTOCROSS, Indian Dunes, Valencia, Ca. \$8 post. Box 174, Newhall, Ca. 91321. 805/259-8007.

TRIALS, SCTA, ATA, Silver Stag 13 mi south of Hemet, Ca. on R-3. Sign 8. Kids ride 9. Spark arresters. Camping. 213/421-6749, 714/828-6705.

MOTOCROSS, MRA, Prac 7, Race 9. \$5 mail. \$7.50 post. Box 1786, Los Gatos, Ca. 95030. 408/226-2291.

MOTOCROSS, 1 mi. W. of Sunnyside, Washington, to Swan Rd, follow arrows. 100, 175, 250, Open. Sign 12, race 1. \$1.50. Tykes free.

SHORT TRACK, Btwn Oakdale & Escalon, Ca. off hwy 120, 9600 Pioneer Dr. Sign 8, prac 9, race noon. \$2.50 ride or watch.

TT SCRAMBLES, Class C. Rough Rider Pk., Simi, Ca. \$5 Exp., \$4 Nov & Am. Sign 6:30, prac 7:30, race 9 am. Watch \$2, \$1 Jrs. 805/259-8007.

MOTOCROSS, CRC, Deadman's Pt., Ca. Beginners & Nov. only. \$2 gate. \$3 ride. Sign 7, prac 8, race 9:30 am. 714/688-1291, 213/830-7519.

MOTOCROSS, Rough Rider Pk, Simi, Ca. Sign 6:30, prac 7:30, race 9. \$5 race. Watch \$2, \$1 Jrs. 805/259-8007.

MOTOCROSS, Bay Mare, Somis, Ca. \$6 mail, \$8 post. Prac 8, race 9:30. Box 371, Somis, Ca. 93066. 805/529-1872.

ROAD RACE, AFM, Orange County Int'l Raceway, Orange Co., Ca. GP, prod., sidecar classes. Pre-entries please. Box 373, Brisbane, Ca. 94005. 415/467-5063, 714/979-8761.

ENDURO, CERA, Lined hwy 15 (fwy) N. of Barstow at Harvard off-ramp. Average rider, 115 mi. All classes. \$7 mail. \$8 post. \$1 more per team. 2 large SASE. Box 2102, Cypress, Ca. 90630. 714/527-9227.

ENDURO, Easy, fun. At jct. hwy 58 & 395, Ca. Mail \$4. Post \$5. Race 8. 2 25 mi loops. 6600 Gerald Ave., Van Nuys, Ca. 91406. SASE. 213/787-5208.

TT SCRAMBLES, Sidewinder Spdwy, Kingman, Ariz. Lined on Hwy 66 E from Kingman. \$3 entry. 602/753-3206.

MOTOCROSS, Boulder Ridgerunners, Coal Crk. Raceway, hwy 7 E. of Boulder, Colo.

MOTOCROSS, ACA, Saddleback, Ca. Enter: \$5 mail, \$10 post. Cash to Srs. Prac 8, race 9. 926 W. 7th St., Upland, Ca., 91786. 714/982-7370.

HARE SCRAMBLES RAT. — for beginners & novices. Two 25 mi loops. Over nite camping OK. Sign by 9:30. Race 10. Post \$5. Mail \$4. SASE. Box 811, Fontana, Ca. Race at Hwy 395 10 mi N. of Adelanto. 714/822-8922.

\$12,000 CARABELA MOTOCROSS SERIES, Race No. 3. Livermore, Ca. CMC Lic required for Jrs. & Srs pts in series. JR: Mail \$6, post \$8. SR: Mail \$10, post \$15. Sign 7, race 9:30. Box 1348, Cupertino, Ca. 95014.

BENEFIT MOTOCROSS, Lompoc Slo-Pokes, Spillway Pk, Santa Maria, Ca. Double Dist 35 pts & for an excellent cause. Sign 7:30, race 9. Entry \$3.50 less \$1 for MORE membs, \$1.50 gate. All proceeds to MORE & AMXT.

POKER RUN, SCMA, Thorp's H-D, 820 18th St., Bakersfield, Ca. \$4. Tykes \$2. 25 cents more for non-members. Sign 8-10. 805/831-7766. 325-3644.

NRVR HARE SCRAMBLES, lined from US 66 fwy & central Barstow off-ramp (Barstow Rd.), start 10. \$5 post. 80 mi. Box 2241, Cypress, Ca. 90630. 714/828-3790, 213/860-0990.

PROFESSIONAL SHORT TRACK, Cow Palace, San Francisco, Ca. \$2,100 (min) purse. 415/873-2038.

MX, Redwood Acres, Calif.

ENDURO, Sierra 100. 3 mi NE of Oakhurst on Hwy 41, Madera, Ca. \$6 mail, only. \$1 per rider for 3-man teams. Send 2 SASE to Sierra Enduro's, c/o 1720 Jennings St, Ave., Madera, Ca 93637. 209/674-7160.

MX, Lompoc Slo-Pokes, Spillway Park, Santa Maria, Ca. Jct 166 at B-way off-ramp. Signups close 8:30, race 9. \$3.50 post, \$1.50 gate. Camping. D-35 pts. Silencers. 805/736-6362, 735-1177.

CMC MX, Carlsbad (Ca) Rcw. Jrs: \$5 mail (4/4), \$10 post. Srs: \$10 mail, \$15 post. 9 am. Box 1402, Costa Mesa, CA 92626.

## OSTEEN'S Bike Park POMONA

Open Weekdays 9 to 5  
Weekends & Holidays  
8 to 5

For info write: 610 Cherry St.  
Brea, Ca. 92621  
Directions: 2 min. off Pomona Frwy  
at Dudley exit

## MOTOCROSS APRIL 9/APRIL 30

\$500 PURSE TO EXPERTS

Intermediates & Juniors 50% Brass.  
Jr. & Int. Mail entry \$5.00 Post entry  
\$10.00.  
Experts Mail entry \$10.00 Post entry  
\$15.00.  
Mail entry to: 610 Cherry St., Brea, Ca.  
92621. Check payable to Osteen's Park.  
Park open 6:30 am. Practice 8:00-9:00,  
1st race 9:30 am.  
Phone (714) 529-3578 for info

## DRA Desert Racing Association Presents

### A HARE SCRAMBLES

Two 26 mile fun loops

### BEGINNERS & NOVICES ONLY

Start Goodies

20% Trophies — contingencies

special classes—16 under—35 over—

All engine size classes

Novices 10 am—Beginners 10:15

No affiliation necessary

APRIL 9

At Four Corners

Junct. Hwy 395 & 58

P.O. Box 437, Rancho Mirage, Ca. 92270

american  
cycle  
association  
presents

April 9 — Saddleback  
(Bultaco Series)

April 16 — Carlsbad Motocross

April 23 — Saddleback Motocross

May 7 — Carlsbad Motocross

Motocross Info

Motocross Division:

(714) 982-7370

NEW RIDERS, THE FIRST TIME OUT

ARE NOT CHARGED POST ENTRY

For further info, see calendar or

phone ACA office 1-5 M-F

★ (714) 774-3ACA ★

American Cycle Association, 106

No. Claudina, Suite 312, Anaheim,

California 92805



(Continued from page 2)

SPANISH 250 GRAND PRIX MOTOCROSS,  
F.I.M., Barcelona, Spain, 10 am.

PIE EATING CONTEST AND POKER RUN.  
Cycle City, 17424 Beach Blvd., Huntington  
Beach, Ca. 92646. Sign til 10. \$3 mail. \$3.50  
post. Tykes \$1.75. 213/847-1144.

CMC MOTOCROSS, Carlsbad Raceway,  
Carlsbad, Ca. Jrs \$5 mail, \$10 post, Srs \$10  
mail, \$15 post. 9 am. Box 1402, Costa Mesa,  
Ca. 92626.

SCRAMBLES, Cycleland Spdwy, 14 mi So. of  
Chico, Ca. on 99E & Gage Shippee Rd. Sign  
9, race 11. 916/342-9302.

TT, Fremont Raceway, Florence, Colo. \$2  
race. \$1.50 gate. Race 1.

MOTOCROSS, CMC Central, Dunlap Cycle  
Pk., 35 mi from Fresno, Ca., Rt. on Dunlap  
Rd. Prac 8. \$5 enter. 209/734-2698.

MOTOCROSS, Osteen Bike Pk. Jrs. & Ints:  
\$5 mail, \$10 post. \$500 purse. 610 Cherry St,  
Brea, Ca. 92621. 714/529-3578.

MOTOCROSS, Lafayette, Colo. SRAC

MINIS, SCMBKA, Saddleback Park, Irvine,  
Ca. Sign 8:30. Race 10. \$5 membership.  
\$2.50 enter. 213/426-9355, 714/842-6083.

MOTOCROSS at Crazy Horse Canyon Salinas,  
Ca. 100cc to Open classes. D-36 rules. Sign  
7:30, prac 8:30, race 10. \$4 ride, \$2 watch.  
No dust, no mini-bikes. 408/296-1371.

MOTOCROSS Marysville, Ca. Under the 'E'  
St. Bridge. Sign 7, prac 8:30, race 10. \$4  
ride, \$2 watch. No minis. 916/742-8281.

MOTOCROSS, Dehesa Speedway. D-38 pts.  
Sign 7, prac 9, race 10. Gate \$1.50, ride \$2.

MOTOCROSS, CMC Utah, Fuller Raceway,  
Bacchus. Sign 8:30, prac 9, race 10:30. \$5  
enter, pros \$10. \$100 per class for pros. Box  
15055, Salt Lake City, Ut. 801/262-2489.

SHORT TRACK, Btwn Oakdale & Escalon,  
Ca. off hwy 120, 9600 Pioneer Dr. Sign 8,  
prac 9, race noon. \$2.50 ride or watch.

TT & HALF MILE. 395 Cycle Pk. Hwy 395,  
Adelanto, Ca. Sign 8:30, prac 9:15, race  
10:30. HRA pts. \$2.50 per class, \$1.50 gate.  
714/246-6109.

TT SCRAMBLES, Class C. Rough Rider Pk.,  
Simi, Ca. \$5 Exp., \$4 Nov & Am. Sign 6:30,  
prac 7:30, race 9 am. Watch \$2, \$1 Jrs.  
805/259-8007.

MOTOCROSS, Snoopy Valley, North Bend,  
Nebr.

GRAND PRIX MOTOCROSS, Indian Dunes,  
Valencia, Ca. Can-am Challenge Event. \$8  
post. Box 174, Newhall, Ca. 91321.  
805/259-8007.

ROAD RACE, ACA, Willow Springs, Ca. Sign  
8:30. All Jr. & Sr. GP plus prod. \$8 plus \$1  
each additional entry. 714/774-3222.

## BEGINNERS & NOVICES

Hare Scrambles by NRVRA

## Sunday, APRIL 9

80 miles of easy fun  
30% trophies — Finisher pins  
\$5.00 post entry  
lined from U.S. 66 Fwy &  
Central Barstow off-ramp  
Info. (714) 828-3790  
or (213) 860-0990

## WEDNESDAY, APRIL 12

CMC MOTOCROSS, Ascot, Gardena, Ca. Sign  
4:30, prac 6, race 7:30. \$5 enter, \$3 pit,  
\$2.50 gate.

## THURSDAY, APRIL 13

TT, Corona Raceway, Riverside fwy to  
Magnolia or Pierce, Rt on Magnolia to  
Buchanan. 714/735-1705.

## THUR-SUN., APRIL 13-16

CUSTOM CAR AND MOTORCYCLE SHOW,  
Tridents and Cycle World mag. Gawk at your  
favorite scooters and later check out the cars.  
("Cars" are novel four-wheeled vehicles that  
are totally enclosed, clumsy to operate, and  
expensive to maintain.) Info: Box 400,  
Maywood, CA 90270. 213/589-1675,  
588-4551.

## FRIDAY, APRIL 14

PRO HALF MILE, Ascot Park, Gardena, Ca.  
Sign 6, qual. 7, race 8 pm.

## SATURDAY, APRIL 15

PRO INDOOR SHORT TRACK, Amarillo  
Civic Center Coliseum, Amarillo, Tex. \$1200  
purse. Qual. 5, race 8. 806/374-1142.

MOTOCROSS, Corona Raceway, Corona, Ca.  
Sign 7, prac 8, race 9 am. Take Riverside fwy  
to Pierce or Magnolia, R on Magnolia to  
Buchanan. 714/735-1705.

SCRAMBLES, Night, Fremont rcwy, Ca. All  
classes. Sign 4, prac 5, race 6:30.

HALF MILE, HRA, 395 Cycle Park, Hwy 395  
Adelanto, Ca. Sign 5:30, prac 6:30, race 7:30.  
\$2.50 race, \$1.50 gate. 714/246-6109.

INDOOR SHORT TRACK, Washoe Co.  
Frngds. Pavilion Bldg. Reno, Nev. State  
Championship series. \$2 ride, \$2.50 watch. 8  
pm. 702/323-6055.

## SAT. & SUN., APRIL 15 & 16

ROAD RACE, Westwood Circuit, Coquitlam,  
B.C. Canada. 125, 250, 500, Open, sidecars.  
Practice Sat. & a.m. Sun. \$10 mail. \$20 post.  
Race noon Sun. 1517 W. 59th Ave.,  
Vancouver 14, B.C. Can. 604/681-4570.

CALIFORNIA 1000 ROAD TOUR, HD of  
LA, Entry: \$3 mail, \$4 post per person. 2531  
S. Main St, Los Angeles, Ca. 90007.  
213/749-6235.

TEAM GRAND PRIX, Bay Mare, Somis, Ca.  
Limited entry: \$15 mail, \$25 post. Box 371,  
Somis, Ca. 93066. 805/529-1872. See ad.

M.O.R.E. BENEFIT HARE SCRAMBLES,  
Sand Sailors. Ave 'J' & 145 St. East of  
Lancaster. Sign 8, race 10, \$1 from each entry  
will be donated to M.O.R.E. Lots of goodies  
for prizes, pins, trophies. \$4.25. All classes.  
New Course. 805/948-4908.

CRC California Racing Club  
(membership not required)

## BEGINNER & NOVICE only EUROPEAN SCRAMBLES

Special Classes—16, over 35  
Minis & Powder Puff

April 23

## 40% TROPHIES

1st race 9 am  
10 mi. no. Adelanto on Hwy 395  
(714) 688-1291

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## EVENTS motocross

AT  
Apr. 9 — Carlsbad  
16 — Saddleback  
23 — Rawhide Park  
30 — Carlsbad

May 6 & 7 — Snake  
River Canyon, Idaho  
(\$25,000 Purse)

SILENCERS MANDATORY. \$5  
mail entry, \$10 post entry for  
Juniors & Intermediates. \$10 mail,  
\$15 post, Expert, per class. Mail  
entry closes five days before event.  
C.M.C. license and 3 number plates  
required. Gates open 6:30, practice  
7:30, sign-up closes 8:30 — racing  
starts 9:00 am. Mail entries to  
C.M.C., P.O. Box 1402, Costa Mesa,  
Ca. 92626.

Orange County's newest family cycle ranch

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ROBINSON RANCH □ TRABUCO CANYON

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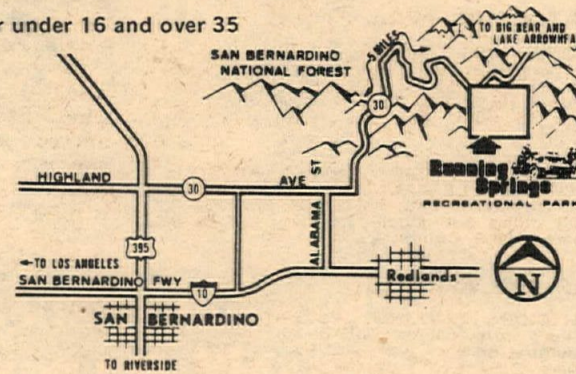
## APRIL 16

All new course including  
starting gate  
Excellent Spectator Viewing

## 40% BRASS

Sponsored by CRC \* Membership not required  
Spark Arresters  
Special classes for under 16 and over 35

Gate opens 7 am  
Practice 8 am  
1st Race 9:30 am  
Gate \$2.00  
Race \$3.00  
Info  
(714) 688-1291  
(213) 861-4139



Club Promotion & Inquiries Invited. Call (213) 861-4139



## SUNDAY, APRIL 16

125-MILE NATIONAL ROAD RACE, Road Atlanta, Ga., \$20,000 purse.

MRA MX, Medford (Or) MX Park on Kirtland Rd. Southern Oregon Championships. Sign 11, race noon. \$2.50 entry, \$2 pits, \$1.50 adm.

100 MILE FALLEN TIMBERS NATIONAL ENDURO, Delta, Ohio.

HILLCLIMB, Just E. of Brigham City, Utah. Final Utah SRA pts event.

NRVR HARE SCRAMBLES limed from US 66 & central Barstow off-ramp (Barstow Rd.). Start 10. \$7 post. Members \$5. 35 mi. 714/828-3790. 213/860-0990.

MX, Feather River. Under the E St Bridge, Marysville, Ca. Sign 7, race 10. \$4 ride. \$2 watch, \$5 late fee. 916/742-8281.

HALF MILE, San Jose. Santa Clara Co. Fairgrounds. Tulley Rd., west of Bayshore Fwy.

TT SCRAMBLES, TT M/C. 395 Cycle Pk, Hwy 395, Adelanto, Ca. Ltwts & ultras: sign 7, prac 8, race 9. Hwywts sign noon. \$2 ride, \$1.50 gate. D-37 pts. 714/246-6109.

SCRAMBLES, Sidewinders' track, E of SE 82nd Dr on Lawnfield Rd, near Clackamas, Ore. 1 pm. 13706 S. Carus Rd, Oregon City, Ore. 97045. 503/659-1022.

POKER RUN. Salinas Ramblers. 408/422-6560.

MOTOCROSS, Rawhide Pk. near Elsinore, limed from hwy 74 on Riverside St. D-37 pts. \$5 mail, \$2 ea. additional class. \$8 post. Race 8. 13852 Erwood, Norwalk, Ca. 213/868-2474. Jackrabbits

SCRAMBLES, Happy Valley Raceway. So. of Redding on Bus. Loop 5, right on Clear Rd, left on Cloverdale Rd. Sign 9. Prac 10:30, race 1. \$2. 916/241-2002.

PACIFIC-AMA MOTOCROSS, Olympia, Wash. Straddle-Line.

GRAND PRIX MOTOCROSS, Indian Dunes, Valencia, Ca. \$8 post. Box 174, Newhall, Ca. 91321. 805/259-8007.

MOTOCROSS, Novice only, MRA. Prac. 7, race 9. \$5 mail, \$7.50 post. Box 1786, Los Gatos, Ca. 95030. 408/226-2291.

MOTOCROSS CRC, Running Springs, Ca. Beginner & Nov., \$2 gate, \$3 ride. Sign 7, prac 8, race 9:30. 714/688-1291, 213/830-7519.

MOTOCROSS, Cloverfield Airport, Friendswood, Tex. Sign 8. Race 11:30. \$3 ride, \$2 watch. Tykes free. 713/482-7551.

MOTOCROSS, Arizona Desert Raceway (SW of Phoenix). Write 1408 E. Granada, Phoenix, Ariz. 247-3685. Race 9 am.

100 MILE HARE SCRAMBLES, Bruneau, Idaho. \$8 enter. Sign 9, race 1. 208/587-3319.

MOTOCROSS, Castle Rock Fairgrds. Box 51, Castle Rock, Wa., 98611. 274-6881.

MOTOCROSS, ACA, Carlsbad Raceway, Carlsbad, Ca. \$5 mail, \$10 post. Prac. 8, race 9. 926 W. 7th St., Upland, Ca 91786. 714/982-7370.

CMC MOTOCROSS, Saddleback Park, Irvine, Ca. Jr. & Int. \$5 mail, Exp. \$10 mail, \$15 post. Sign 6:30, prac 7:30, race 9. Box 1402, Costa Mesa, Ca. 92626.

MOTOCROSS, Bishop MC. Hwy 395, west on Line st., South on Riata Rd., Bishop, Ca. Minis, PP, OT \$3 mail, \$5 post. Jrs. \$5 mail, \$7 post. Srs. \$10 mail, \$12 post. \$1 gate. 1240 N. Main St., Bishop, Ca. 93514.

HARE SCRAMBLES, Soggy Dry Lake, Limed from Lucerne Minis, TT, Nov., Beginners, Overnite camping. Sign by 9:15 am. \$4 post The club. 714/862-7419 eves.

HARE & HOUND, Prospectors Limed from 4 Corners, jct. 395 & 58. D-37 pts. \$4.25. Exp start 9.

MOTOCROSS, LVMC, Las Vegas Speedrome, Las Vegas, Nev. Prac 8, race 9:30. \$5 enter. Gate \$2. Riders, kids, free. LVMC card. 702/734-6703.

SCRAMBLES, Happy Valley Raceway. So. of Redding on Bus. Loop 5, Right on Clear Creek Rd. Left on Cloverdale Rd. Sign 9. Prac. 10:30, race 1. \$2. 916/241-2002.

## FRIDAY, APRIL 21

PRO TT, Sidewinder's Track E. of 82nd Dr. on Lawnfield Rd, near Clackamas, Ore. \$1200 purse. 8 pm. 13706 S. Carus Rd., Oregon City, Ore. 97045. 503/659-1022.

## SATURDAY, APRIL 22

SPEEDWAY, Indio Fairgrds, Indio, Ca. 213/286-3637. 714/399-5488.

HALF MILE. 395 Cycle Pk, Hwy 395, Adelanto, Ca. Sign 8:30, prac 9:15, race 10:30. HRA pts. \$2.50 per class, \$1.50 gate. 714/246-6109.

AMC MX & CLASS, John DeSoto. Saddleback Park, Ca. \$5 mail, \$10 post. 9:30 am. AMC membership: \$5 to Box 663, El Toro, CA 92630. 714/830-7646.

FUEL & GAS BIKE DRAG BIKE NATIONAL AHRA, Beeline Dragway. 5 mi. N of East McDowell Rd. on Beeline Hwy 87 in Scottsdale, Ariz. \$2500 purse. Pre-entries: must be received by 4-18, FREE to out of state, \$6 to Ariz. More at gate. Open noon. Qual. to 7:30 1st Elim. 8 pm. Pix requested. 648 E. Camelback Rd., Phoenix, Ariz. 85012.

## SAT. & SUN., APRIL 22 & 23

MOTOCROSS, Sierra Mesa Raceway 12 mi E. of Marysville, Ca. on hwy 20. 125, 250, open. Srs. \$15, Jrs. \$7.50. Post \$25 more. Entries close 4-10. \$5,000 purse. Admission: \$4 one day, \$6 both. Box 960, Yuba City, Ca. 95991.

CAMA CLASSIC AND ANTIQUE MOTORCYCLE RALLY Visalia Fair, Visalia, Ca. Display on Sat., Poker Run Sat. 100 to 200 oldies but goodies are expected to be there. 808 S. Church St., Visalia, Ca.

## SUNDAY, APRIL 23

CHICKEN ENDURO Pathfinders M.C., Allen's m/c player closed 5 mi. North of Oakhurst on hwy 99. Mail \$6. Post \$8. 750 riders. 2 SF Entries approx. 90 mi. Not easy. Start 9. 61 Swift, Fresno, Ca. 93705. 209/224-5799.

SCRAMBLES, Lightweights. 395 Cycle Park, Adelanto, Ca. HW sign 7, race 9. Ultras & LW sign about 11. Sidehacks welcome. 714/987-4488.



CMC MOTOCROSS, Rawhide Pk, Elsinore, Ca. Jrs \$5 mail, \$10 post. Srs \$10 mail, \$15 post. 9am. Box 1402, Costa Mesa, Ca. 92626

MOTOCROSS, CMC. Goose Hollow, 22 mi. West of Salem, Ore on Hwy 22. Watch for signs. Sign 9. prac 9:30. Race 11. Minis. \$5 Ex. \$4 Jrs & Int. Box 845, Salem, Ore. 503/364-0461.

CAR & BIKE SWAP MEET. Trade goodies for badies & badies for goodies, show off your wheels, & check out the honeys. To sell: reserve a space, \$5 mail. 9-3, Rose Bowl, Pasadena, 213/588-7310. Box 400, Dept. 23, Maywood, Ca. 90270.

CROSS-COUNTRY TEAM RACE, 2 mi. so. of Wendover, Utah off Hwy 50. Noon. 3 bike teams, 1 of 125 or less. \$1100 purse. Sign 9. Box 237, Wendover, Utah 84083. \$10 mail, \$12 post. 702/668-2342.

MOTOCROSS, MRA. Prac 7, race 9. \$6 mail, \$8 post. Hodaka series. Box 1786, Los Gatos, Ca. 95030. 408/226-2291.

MOTOCROSS, Southwest MX Park, Lockhart, Texas. Box 538.

PACIFIC AMA MOTOCROSS, Puyallup Cycle Pk. Tacoma, Wash.

SCRAMBLES, Sidewinders' track, E of SE 82nd Dr on Lawnfield Rd, near Clackamas, Ore. 1 pm. 13706 S. Carus Rd, Oregon City, Ore. 97045. 503/659-1022.

MOTOCROSS, Reach out Rialto, Rialto, Ca. off Highland Ave. Sign 7, prac 8, race 9. \$5 mail, \$8 post plus gate, cash to Experts. Box 671, Rialto, Ca. 92376. 714/875-2698.

MOTOCROSS, Fremont Raceway, Florence, Colo. Race 1:30.

TT SCRAMBLES, Boulder Ridgerunners, Coal Crk. Raceway, E of Boulder, Colo., on hwy 7.

TT SCRAMBLES, Lightweights MC. 395 Cycle Pk.

HARE HUNT, Cactus Cats. Limed from Old Barstow Rd in Lucerne, D-37 pts. 10 am. 714/737-6025.

MOTOCROSS, Valley View, Columbus, Nebr.

EUROPEAN SCRAMBLES, CRC, Beg & Nov only. 10 mi N of Adelanto on Hwy 395, prac 7, race 9. Camp OK. \$5 race. 714/688-1291.

# The Home Workshop

By Rod Breaker

## ADJUSTING DOUBLE LEADING SHOE BRAKES

I get many requests for basic information which makes me realize that many owners' and riders' handbooks sometimes leaves a lot to be desired where minor adjustments are concerned.

One thing that was brought to my attention recently was that none of the manuals specify how to adjust the linkage between the two brake levers on the double-leading-shoe front brakes. Your greatest stopping power is in the front brakes and in the conventional one-fulcrum-lever brake, there was one leading shoe and one trailing shoe. Most of the stopping is done with the leading shoe while the trailing shoe is just along for the ride, so to speak.

Now that machines are going faster and faster, if a machine is not fitted with disc brakes, the factory technicians have compensated by installing two cams in the brake panel so that it provides the stopping power of two leading shoes. The only problems here is that the rider doesn't really know whether or not both shoes are contacting the drum. If he refers to his handbook, the only information he can get is how to adjust the brake cable. As one of the levers is operated by the cable and the other by a connecting rod between the two, it means that if one shoe is out of adjustment, one can reduce the efficiency of the other by contacting the drum too soon.

As they are a little tricky to adjust, I would recommend that you remove the wheel first and inspect the shoes for uneven wear which would indicate improper adjustment. If, after checking everything out, you feel that adjustment is needed, this is the proper procedure:

With the machine on the center stand, block up the front of the bike so that the front wheel is off the ground. Spin the wheel and back off the cable adjuster until the brake cannot be applied even if the hand lever is pulled all the way. Now loosen the lock nut on the brake lever connecting rod (this is the short rod that connects the two brake levers) and back off the rod to push the levers apart. Three or four

## FRIDAY, APRIL 28

PRO TT, Sidewinder's Track E. of 82nd Dr. on Lawnfield Rd, near Clackamas, Ore. \$1200 purse. 8 pm. 13706 S. Carus Rd., Oregon City, Ore. 97045. 503/659-1022.

## SAT. & SUN., APRIL 29 & 30

ELSIKORE GRAND PRIX. Gawd. This is the one. Saturday, 0-250 & PP, Sunday, everyone else. Limited entry, \$15 mail, \$50 post. Official entry blanks only, and they must be notarized. Address: Elsinore Grand Prix, Elsinore, CA 92330. 714/674-3189.

## SATURDAY, APRIL 29

HALF MILE. 395 Cycle Pk, Hwy 395, Adelanto, Ca. Sign 8:30, prac 9:15, race 10:30. HRA pts. \$2.50 per class, \$1.50 gate. 714/246-6109.

SCRAMBLES, Sidewinders' track, E of SE 82nd Dr on Lawnfield Rd, near Clackamas, Ore. 7 pm. 13706 S. Carus Rd., Oregon City, Ore. 97045. 503/659-1022.

PRO INDOOR SHORT TRACK, Lubbock Municipal Coliseum, Lubbock, Tex., \$1200 purse. Qual. 5, race 8. 806/374-1142.

## SUNDAY, APRIL 30

HALF MILE NATIONAL, Colorado Springs, Colo. \$12,000 purse.

MRA MX, Medford (Or) MX Park on Kirtland Rd. Southern Oregon Championships. Sign 11, race noon. \$2.50 entry, \$2 pits, \$1.50 adm.

CMC MX, Carlsbad (Ca.) Rcw. DKW series. Jrs: \$5 mail (4/25), \$10 post. Srs: \$10 mail, \$15 post. DKW series. 9 am. Box 1402, Costa Mesa, CA 92626.

MX, GNG. Limed S of Carson City, Nev. \$1000 series purse. Sign 6, race 9. Nov \$5 mail \$7 post. Am/Ex \$10 mail, \$12 post. 1355 S Wells Ave, Reno, Nev 89502. 916/544-8509.

ROAD RACES, Oregon Motorcycle Road Racing Assn. West Delta Pk., Portland, Ore. Prod., G.P., Sidecar. Box 13454, Portland, Ore. 503/282-4215.

PACIFIC AMA MOTOCROSS, Manning Cycle Pk, Salt Lake City, Utah.

HALF MILE, Fremont Raceway, Florence, Colo. Race 2.

TT SCRAMBLES, TT M/C. 395 Cycle Pk, Hwy 395, Adelanto, Ca. Ltwts & ultras: sign 7, prac 8, race 9. Hwywts sign noon. \$2 ride. \$1.50 gate. D-37 pts. 714/246-6109.

HARE SCRAMBLES DRA, Beg & Nov only, all eng sizes. 2 23 mi loops. Start goodies, finisher pins. 10 am. 17 mi. N of Adelanto & 395.

## FRIDAY, MAY 5

SCRAMBLES, Fremont raceway, Ca. All classes. Sign 4, prac 5, race 6:30 pm. \$2.50

## SATURDAY, MAY 6

MARATHON, Fremont Raceway, Ca. 1st race 9:30. \$5 race. \$1 watch.

## SUNDAY, MAY 7

SCRAMBLES, Castle Rock Fairgrnds, Box 51, Castle Rock, Wa. 274-6881.

EASY ENDURO, URA. 4-corners, Hwys 58 & 395. Mail \$5 plus \$1 ea. additional team member. Post \$6. 2 30 mi loops. Start 8. Enduro school Sat. 6600 Gerald Av. Van Nuys, Ca. 91406. 213/787-5208.

**CRC** California Racing Club  
(membership not required)

**BEGINNER & NOVICE only**

**MOTOCROSS**

Special Classes—16, over 35  
Minis & Powder Puff

**40% BRASS**

April 9 Deadmans Point  
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motorcycles from coming to an untimely end.

I have previously extolled the virtues of silicone spray when changing tires. It makes them slip easily onto the rim and saves mucho knuckles. It also will provide excellent protection from the elements for all the rubber products on your machine.

Start right out when the machine is new. Spray it on the tires, cable boots, and all the rubber components on the machine. Make this a regular habit when cleaning the machine and you will curtail the weather-checking of the tires and rotting that is normally blamed on the manufacturer. Not only will it afford good protection, but it will make your rubber goods retain that nice, black, brand-new look and thus add to the appearance of the machine, as well as increase its resale value.

Aerosol spray cans of silicone are readily available. If your local dealer doesn't carry some in stock, most auto parts stores carry a couple of different brands. There are some brands on the market that have both silicone and graphite together in them, this kind should not be used.

## AMXT FANS

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Excellent condition, many extras, must sell.  
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**1966 HARLEY-DAVIDSON 250 Sprint**  
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**AMERICAN EAGLE 70% 250cc Yamaha**  
engine & R-wheel. Clean, fast, dependable,  
lightweight MX dream. \$600.00 cash. (213)  
921-2177

**ESSIE ANDERSON**, My working wife  
sponsors me, Wes Anderson Sr.

**FOUND:** Helmet, goggles, gloves. Left at  
campsite on El Mirage. Identify. (213)  
331-4757.

**BULTACO PURSANG (A 250)**  
"A" late '71, as new. Comp. release. Filtron,  
Diamond chain. \$695.00. (213) 376-4073.

**'70 OSSA STILETTO**  
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**69 YAMAHA DT1-B**. Street legal, lowered  
engine and frame, Webco head. Custom kit  
forks. Good condition, make offer. (714)  
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**70 BULTACO SHERPA-S 100cc**, \$375.00.  
Cheney magnesium wheels. w/knobbies,  
\$175.00. (213) 393-7848.

**69 HODAKA 100 SUPER RAT**. Barrel  
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good. Extras \$250.00, or best offer. (213)  
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**TRADE 70% 400 HUSKY** for 71 250 or 400  
CZ or Maico. Write for details. Box 1007  
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**MALCOLM SMITH** — Jim Peterson  
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**HONDA CB160**, Super modified TT special.  
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**71 1/2 HUSKY "400"**  
Immaculate!! Scary fast. Must see, extras.  
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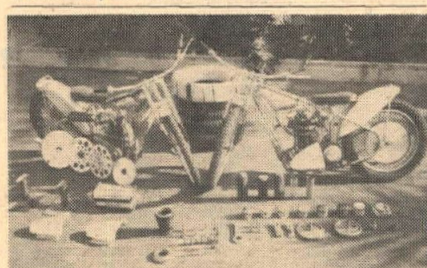
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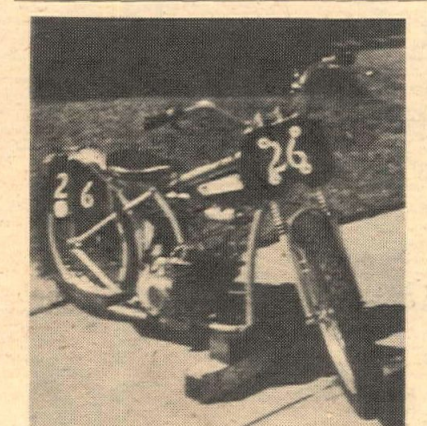
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**'71 HUSKY 250cc must sell. (\$650) or best offer. Ph. (714) 398-0708.**

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**1971 BULTACO MATADOR**  
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**'70 TS250 SUZUKI Savage, 2100 miles, \$425. After 5 p.m. (213) 328-7264.**

**TWO HODAKA 100's, one \$300. One, \$250. After 6:00 p.m. (213) 963-5182.**

**'71 1/2 MAICO 400 has been stored. Girdling shocks, Wheelsmith folding pegs, well cared for. Never raced. \$875 or trade for ESO 500. Extras. (714) 541-6442.**

**1 — 1971 250 CZ — \$750.00. 2 — '70 OSSA Stiletto, \$350.00, \$600.00. (714) 822-4878.**

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**"72" MAICO 400 race ready, every possible modification made, trans just overhauled, new bearings & seals throughout, \$899.00. After 6 p.m. (213) 846-2260.**

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**BELL STAR, like new, 7 1/4, \$35.00. (213) 566-0056.**

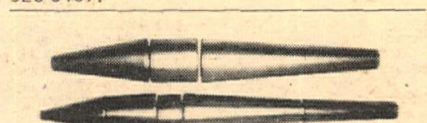
**1967 HUSKY EXCELLENT SHAPE, 21" Akront, two plug head, 8 hours on engine after complete overhaul and new chain, new cables, new silencer, \$450.00. 23445 Crest Forest Dr., Crestline. Day (714) 338-2918, night 338-2007.**

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Ported, new piston & rings, silencer, Filtron, plastic fen., 70 tooth spr., new Diamond chain, super fast, clean, \$550. (213) 926-5487.



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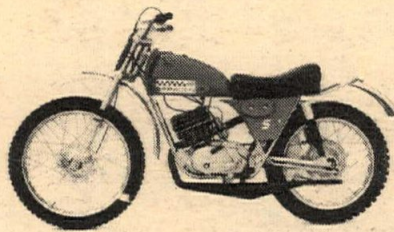
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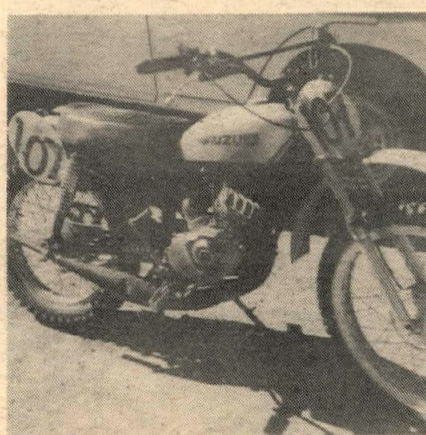
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Super prepared Ace 100, Boge shocks, new  
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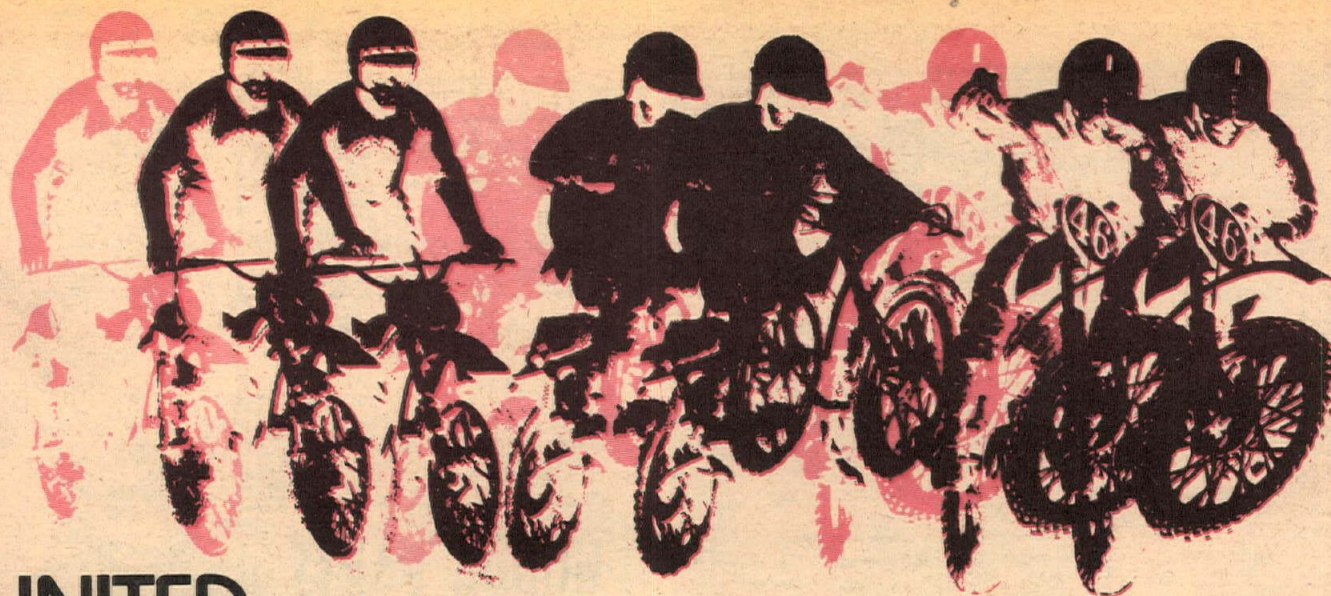
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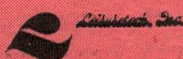
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